

Appendix E:
Trends and Forces Report
MANHATTAN URBAN AREA
COMPREHENSIVE PLAN UPDATE
July 2014

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Introduction

ABOUT MANHATTAN AREA 2035

Manhattan Area 2035 is a coordinated effort of the City of Manhattan in partnership with Riley and Pottawatomie Counties, to update the Manhattan Urban Area Comprehensive Plan and the Manhattan Area Transportation Strategy (MATS).

The Comprehensive Plan is a policy document addressing a number of topics relating to land use and growth management, housing and neighborhoods, economic development, mobility and transportation, natural resources and environment, parks and open space, regional coordination, public facilities and services, community design, and historic preservation. The primary emphasis of the document is to provide long-range guidance to property owners, citizens, and decision makers on where and how the community should grow in the future.

The Manhattan Area Transportation Strategy (MATS) is the long-range transportation plan for the Manhattan urbanized area. It contains goals, objectives, policies, and strategies to address all aspects and modes of transportation, including roadways, public transit, pedestrians, bicyclists, and public parking.

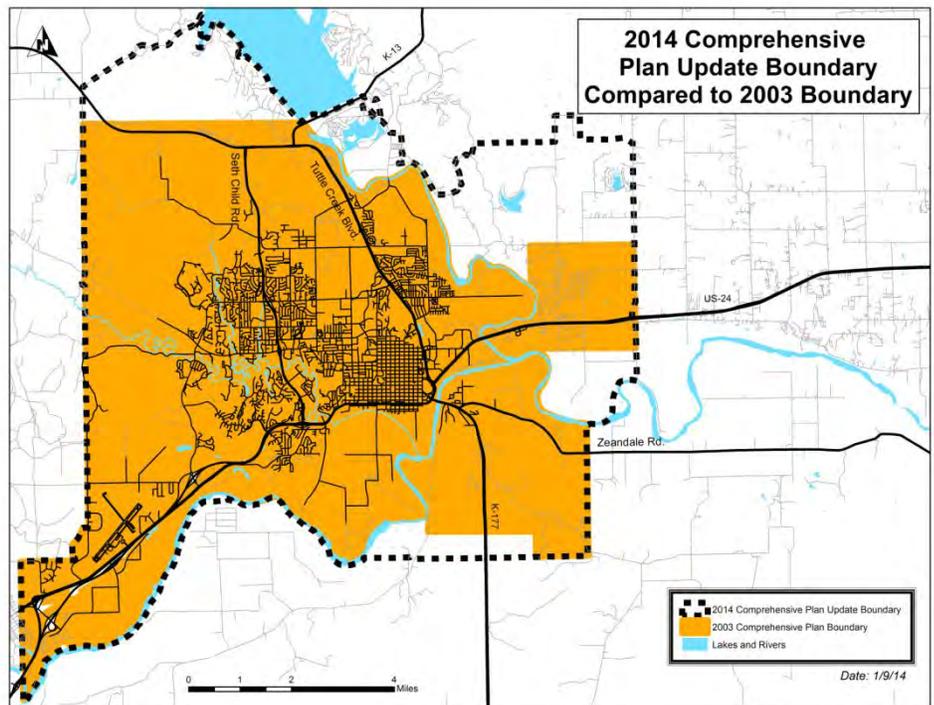
More than ten years have passed since the adoption of the Manhattan Urban Area Comprehensive Plan (2003) and Manhattan Area Transportation Strategy (2000). The Manhattan Area 2035 process provides an opportunity for the community to revisit both plans to evaluate key accomplishments as well as areas for improvement. It also provides an opportunity to review current trends and conditions, explore new issues and opportunities, and ensure recommendations are aligned with the community's vision and goals for the future.

An important addition to the 2014 process is the involvement of Pottawatomie County. Opportunities for future growth outside of the City of Manhattan and into adjacent portions of both Riley and Pottawatomie Counties will be explored as part of the process; therefore, involvement of residents, property owners, businesses within the Planning Area, and elected officials from both counties will be essential. Updating the Comprehensive Plan and MATS as part of a joint planning process is another distinctive feature of this effort.

PLANNING AREA

The Planning Area boundary for the Manhattan Area 2035 effort contains approximately 93 square miles and includes the City of Manhattan, and areas within unincorporated Riley and Pottawatomie Counties that are influenced by the City. The boundary for the 2003 Comprehensive Plan included a smaller portion of Pottawatomie County. In 2014, the Planning Area Boundary was expanded to encompass a greater portion of the area influenced by the City of Manhattan, including expanded portions of Riley and Pottawatomie Counties. Specifically, as illustrated in Map 1 below, the 2014 boundary has been modified to include areas north of Tuttle Creek Boulevard (US 24), a greater portion of Blue Township to the east of the City, and squares off the southern edge.

Map 1: Planning Area Boundary 2003 and 2014



TRENDS AND FORCES REPORT OVERVIEW

This document, the *Trends and Forces Report*, is the first major work product of the Manhattan Area 2035 effort. Its purpose is to inform the planning process about key facts and influences that make the community the place it is today and that may shape the future. The report is intended to establish a common baseline of information for community members and the planning team to use throughout the process, and to eventually be folded in to the updated Comprehensive Plan. Moreover, this report is designed to function as a stand-alone document that can be distributed to those who are interested in learning about the trends and opportunities in the Manhattan Area.

The components of this report include the following:

- **Report Card** – This section summarizes the status of implementation and achievements of the original 2003 Comprehensive Plan. In addition to these key areas of progress, this section highlights potential areas for improvement and major trends that will likely influence the 2014 Update.
- **Community Profile** – This section summarizes relevant data, existing conditions, and future projections across a range of topics. It is intended to provide a concise profile of planning-related issues and opportunities across the Manhattan Area.
- **Inventory Maps** – These maps supplement the data and analysis contained within the Community Profile and add geographical context to the discussion of current and future trends and forces.

MAJOR STUDIES AND PLANNING INITIATIVES COMPLETED SINCE 2003 OR CURRENTLY UNDERWAY

Some of the many recent studies and planning initiatives that have directly contributed to the implementation of the Comprehensive Plan—or will upon completion—are listed below:

COMPLETE

- Aggieville Campus Edge Plan adopted (2005)
- Bicycle Master Plan (1998)
- Downtown Tomorrow Redevelopment Plan (2000)
- Eureka Valley – K-18 Corridor Plan (2013)
- Flint Hills Joint Land Use Study (2005)
- Flint Hills Regional Growth Plan and Joint Land Use Study (2008)
- Gateway to Manhattan Plan Update (2011)
- Joint Land use Study – Fort Riley and Surrounding Communities (2005)
- Sanitary Sewer Collection System Master Plan Update (2009)
- Stormwater Management Master Plan (1995)
- Traditional Neighborhood Study (2000-2013)
- Transit Plan Update (2010)
- US-24 Corridor Management Plan (2009)
- Users Guide to the Multi-family Redevelopment Overlay District (2010)
- Water Distribution System and Sanitary Sewer Collection System Master Plan Update (2003)
- Wildcat Creek Floodplain Management Plan (2013)

CURRENTLY UNDERWAY OR PLANNED

- Big Blue River Floodplain Management Plan (being initiated)
- Metropolitan Transportation Plan (anticipated to begin Spring 2014)

2014 Report Card

In order for a Comprehensive Plan to remain relevant and useful, it is necessary as part of an update to review what has been accomplished and what challenges remain. In addition to establishing a vision for growth and supporting goals, guiding principles, and policies, the 2003 Manhattan Area Comprehensive Plan (“2003 Plan”) recommended a range of actions to implement and achieve the policies. This Report Card examines how the 2003 Plan has been implemented since it was adopted by the City of Manhattan and Riley County, focusing first on key areas of progress, then on areas for improvement.

A detailed status report on each action plan item is provided in the appendix of this report.

KEY AREAS OF PROGRESS

This section provides a brief overview of the significant progress made over the last decade. Examples include specific actions that have been successfully implemented or are well underway.

URBAN SERVICE AREA COORDINATION AND MANAGEMENT

The 2003 Plan placed a strong emphasis on managing the location and timing of urban development to promote efficiency in the provision of new infrastructure and services and to maintain existing levels of services in established areas. To support these objectives, the following steps have been taken:

- **Urban Service Area Monitoring:** The City has completed annual assessments of the Urban Service Area and facilitated review and periodic analysis with the counties.
- **City/County Coordination:** Ongoing coordination between the City and counties on rural development and utility agreements has occurred.
- **Service Agreements:** Utility service agreements between the City and Riley and Pottawatomie Counties, Riley County Water District #1, Pottawatomie County Rural Water District #1, Blue Township, and Konza Sewer and Water (K-177 corridor) have been put into place, expanding the City’s role as a regional service provider.
- **Utility Requirements:** Public water and wastewater systems are required for all new development within the Urban Service Area.

- **Review of Annexation Proposals:** The City has conducted fiscal impact analysis of annexations on a case-by-case basis.

PROTECTION OF NATURAL RESOURCE AREAS

As part of the 2003 Plan process, citizens expressed a strong desire to see the City and County implement stronger measures to preserve sensitive natural areas and to ensure that development occurs in an environmentally responsible manner. Significant steps have been taken or are currently underway to support the protection of natural resources within the planning area:

- **Enhanced City Regulations:** Regulations to restrict development in environmentally sensitive areas and natural hazard areas—including slope criteria, stream bank setbacks, and enhanced floodplain regulations—are currently being developed by the City.
- **Enhanced Riley County Regulations:** Riley County implemented riparian buffer requirements.
- **Floodplain Management Planning:** The City and Riley County developed and adopted the Wildcat Creek Floodplain Management Plan. An effort to develop a floodplain management plan for the Big Blue River has been initiated. This is a joint effort between the City of Manhattan, Riley County, and Pottawatomie County.

REGIONAL COLLABORATION AND INITIATIVES

As a joint effort between the City of Manhattan and Riley County, the 2003 Plan established a strong foundation for regional coordination both within the bounds of the Planning Area and with other entities throughout the region. With this foundation as a guide, numerous steps have been taken over the last ten years to foster enhanced collaboration on a variety of growth related issues:

- **Regional Coordination and Planning:** The Flint Hills Regional Council, Flint Hills Metropolitan Planning Organization (MPO), and Wildcat Creek Watershed Working Group and Management Plan were created. In addition, the Flint Hills Regional Growth Plan and Joint Land Use Study were developed.
- **Planning Board Jurisdiction:** The City initiated ongoing discussion with both counties about revising the Manhattan Urban Area Planning Board’s jurisdiction to cover the entire Comprehensive Plan area.
- **Regional Data Sharing:** The City and Riley County have continued to collaborate with other local agencies to

utilize GIS and other emerging technologies for regional data sharing and cost savings.

- **Land Supply Monitoring:** The City has conducted ongoing monitoring of land absorption and available supply of finished sites and raw land suitable for residential, commercial, office/technological, industrial service and industrial development.

INFILL AND REDEVELOPMENT IN PRIORITY AREAS

Infill and redevelopment activity in key areas of the City has increased over the past decade, consistent with the 2003 Plan and supporting area-specific plans. Notable efforts include:

- **Downtown Redevelopment:** Implementation of the Downtown Tomorrow Redevelopment Plan, through which targeted redevelopment areas were identified, incentivized and redeveloped.
- **Incentives and Tools:** Use of a variety of tools to support reinvestment in the North and South Downtown redevelopment areas, including Tax Increment Finance (TIF), Transportation Development Districts (TDD), and Star Bonds.
- **Aggieville Revitalization:** Adoption of the Aggieville Campus Edge Plan in 2005 and the initiation of the Plan's implementation (mixed-use north of Bluemont in progress).
- **Neighborhood Infill and Redevelopment Standards:** Completion of the Traditional Neighborhood Study and adoption/implementation of Multi-Family Redevelopment Overlay (M-FRO) and Traditional Neighborhood Overlay (TNO) standards to promote compatible infill and redevelopment in established neighborhoods near K-State. Since implementation of the M-FRO District over 46 apartment buildings with more than 460 dwelling units have been constructed in the targeted area east of campus.

ENHANCED STANDARDS FOR DEVELOPMENT

The 2003 Plan included a number of recommendations to enhance the quality of future development and promote a strong community identity. A variety of steps have been taken to support this objective:

- **Targeted Code Updates:** Targeted updates to the City's Zoning and Subdivision regulations have been made, as needed, to align them with Comprehensive

Plan policies for urban and rural residential land uses, development with a mix of uses and densities, multi-modal connectivity, roadway design, and Office/Research Park and Industrial development.

- **Aggieville PUD Standards:** Aggieville Campus edge mixed-use Planned Unit Development (PUD) standards were developed.
- **Sidewalk Dining Standards:** A sidewalk dining ordinance for Aggieville and Downtown was adopted to support the ongoing revitalization of these areas.
- **Additional efforts currently underway:**
 - ✓ Pedestrian-oriented commercial standards; and
 - ✓ Corridor overlay standards for Office/Research Park and Industrial Development and gateway design standards for the Gateway and Eureka Valley K-18 corridors.

IMPROVED TRANSPORTATION SAFETY AND EXPANDED MULTI-MODAL OPTIONS

In conjunction with the Manhattan Area Transportation Strategy (MATS), the 2003 Plan included recommendations to support a more balanced multi-modal transportation system. Major roadway enhancements have been completed along the Eureka Valley/K-18 Corridor and are underway in several other locations. In addition, there have been numerous steps to increase multi-modal options:

- **Transit Implementation Plan:** This Plan has been updated and implemented in part by aTa. Service has shifted from strictly demand responsive service in 2003 (less than 20,000 rides) to fixed route and demand responsive service, and ridership increased to 270,000 rides in 2013.
- **Traffic Calming:** Traffic calming techniques to reduce negative traffic impacts in neighborhoods have been implemented where appropriate in development, such as along the west edge of the Downtown redevelopment areas.
- **Pedestrian and Bicycle Initiatives:**
 - ✓ A Future Trails and Pedestrian/Bicycle Connectivity map has been drafted as a joint effort between the City's Parks & Recreation, Public Works and Community Development departments.
 - ✓ A Sidewalk Gap map has been developed and sidewalk gaps are being filled incrementally using CBDG funds and a Safe Routes to Schools grant.

- ✓ Bicycle infrastructure, such as the recently implemented Bike Boulevard, is being developed through the Bicycle Master Plan. In addition, the Bicycle Advisory Committee has prepared an updated Bicycle Route Map.
- **Bike Community Rating:** The City was awarded a Bronze Level Bike Community rating from the League of American Bicyclists in 2012, one of only two Kansas communities to receive this honor.
- **Interconnectivity:** New development is required by the Manhattan Urban Area Subdivision Regulations to provide an interconnected street and sidewalk network with adjoining areas.

OPEN SPACE CONSERVATION

To support the continued expansion of the City and County's robust system of parks and natural areas within the Planning Area, the 2003 Plan provided several key recommendations to support ongoing acquisition and improvements. Progress has been made in the following areas:

- **Conservation and Drainage Easements:** The City is exploring the use of conservation easements and other private sector tools for environmentally sensitive areas and open space preservation. In addition, conservation and drainage easements have been utilized in appropriate areas in some subdivisions and development plans.
- **Lee Mill Heights Park:** a 78.66 acre park along the south side of Miller Parkway was established through a combination of voluntary dedication and land purchase.

AREAS FOR IMPROVEMENT

Areas where limited progress has been made since adoption of the 2003 Plan are summarized below. These include action strategies that were not initiated, as well as strategies where incremental steps have been taken but opportunities for improvement remain. It will be beneficial to revisit these ideas during the 2014 Update to confirm whether they are still community priorities for the future.

COMPREHENSIVE GROWTH AND ANNEXATION STRATEGY

The 2003 Plan recommended development of an annexation plan for the priority growth areas and development of a fiscal impact model to support it.

- **Annexation Plan:** A proactive annexation plan has not been developed. However, recent updates to the Gateway Plan and Eureka Valley K-18 Corridor Plan do provide policy statements to this effect.
- **Fiscal Impact Model:** The City has analyzed the fiscal impacts of proposed annexations on a case-by-case basis; however, a model has not yet been developed in concert with the City's Finance Department.

OPEN SPACE DEDICATION AND ACQUISITION

As noted above, the 2003 Plan provided several key recommendations to support ongoing acquisition and improvement of parks and open space amenities within the Planning Area. The following recommended actions will require additional discussion as part of the 2014 Update:

- **Dedication Requirements:** Although the City has successfully negotiated voluntary dedication of some open space areas within developments, specific open space dedication requirements for private development have not been developed or adopted.
- **Acquisition and Improvement Fund:** An open space acquisition and improvement fund has not been established.

EXPANDING HOUSING OPTIONS

The 2003 Plan included a variety of policies to increase the overall mix of housing types and costs within the planning area. While significant progress has been made in some areas, opportunities remain to further support these objectives:

- **Affordable Housing:** The City has supported and assisted tax credit housing applications and developments throughout the community, coordinated with Manhattan Housing Partnership activities, and waived certain fees; however, affordable housing production could be further supported by:
 - ✓ Working with private landowners to identify and maintain a range of available sites for affordable housing in the city, and facilitate getting sites pre-zoned;
 - ✓ Working with non-profit organizations and developers to increase supply of affordable housing; and
 - ✓ Providing incentives for the development of affordable housing.

- **Mix of Housing Types:** Housing diversity has increased in core areas of the community through ongoing revitalization efforts in Downtown, Aggieville, and other core area neighborhoods as well as in neighborhoods in the vicinity of Eisenhower Middle School in the northeast and along Scenic Drive in the southwest. However, new neighborhoods in some areas of the Planning Area are comprised primarily of single-family, detached homes, and in some cases single-family attached, duplex and town homes. Identifying and addressing potential barriers to achieving a mixture of housing types and densities in residential neighborhoods on a broader basis should be considered.

MAINTAINING NEIGHBORHOOD QUALITY

While a number of specific steps have been taken to address issues of infill compatibility and neighborhood stability since 2003, challenges remain:

- **Neighborhood Infill Location and Compatibility:** While standards to address higher-intensity infill and redevelopment in older neighborhoods were implemented through the TNO and M-FRO and have been amended over time to address targeted issues, concerns about the intensity and design of housing that has been built persist for many residents in the surrounding neighborhood. In addition, pressure for higher intensity residential in these and other areas near K-State remain.
- **Rental Inspections:** A key action recommended by the 2003 Plan was to identify and foster initiatives to maintain and enhance the quality of life in existing neighborhoods. As a result, the City undertook a lengthy process to explore and implement a Rental Inspection program. However, after a short period, this program was dismantled and many challenges associated with the City's high percentage of rental properties remain.

INCENTIVIZING HISTORIC PRESERVATION

Since 2003, significant work has been done to support the identification of important historic and cultural resources in the community. However, limited progress has been made on the development of tools and incentives to encourage improvements to historic properties:

- **Tools and Incentives:** Identify and utilize incentives for the preservation and rehabilitation of historic buildings, districts, and sites.

MAJOR TRENDS AND FORCES INFLUENCING THE 2014 UPDATE

In addition to building on the achievements and progress of the 2003 Comprehensive Plan, the 2014 Comprehensive Plan Update effort ("2014 Update") will address a range of emerging trends and explore new issues and opportunities. A summary of the major trends and forces that will likely shape the 2014 Update is provided below. More topic-specific data and detailed discussion of opportunities and trends is provided in the Community Profile.

GROWTH AND LAND USE

By 2035, the Planning Area population could grow to more than 80,000. This growth will generate high demand for residential and commercial and employment uses. The Comprehensive Plan will continue identify a full range of future land uses and where suitable areas for growth are located. In addition to updating the Future Land Use Map, the 2014 Update will address the following growth and land use-related topics:

- Developing updated growth projections for the Planning Area that reflect current growth projections and plans for Fort Riley, Kansas State University, and the City and Counties.
- Determining where and how growth can be accommodated and defining future land use designations in the areas where the boundary has been expanded.
- Reviewing Kansas State University's long-term plans for campus land use and growth (including plans for the National Bio and Agro Defense Facility (NBAF) and the relocation of the Kansas Department of Agriculture) and exploring how those plans may influence the surrounding community.
- Identifying opportunity areas for higher density infill and redevelopment, particularly for off-campus student housing.

HOUSING AND NEIGHBORHOODS

The 2003 Plan emphasized maintaining the high quality and established character of existing neighborhoods, developing new neighborhoods that contain a variety of housing types and densities, and promoting compatible infill and redevelopment. These factors will likely remain key drivers in the 2014 Update, especially since the area's

current housing stock is comprised of approximately 43% single-family detached units, and more than half of the City's homes are renter-occupied. The following housing and neighborhood-related forces are also likely to influence the 2014 Update:

- Providing opportunities for the types of housing that meet the needs of current and future generations (e.g., older adults, young professionals, single person households).
- Expanding opportunities for quality and affordable housing.
- Determining how much additional off-campus student housing is needed and where should it be located.
- Identifying which established neighborhoods are threatened by encroaching, higher intensity development or other incompatible development, and identifying possible strategies and tools to protect them.
- Supporting neighborhood stability and maintaining a high quality of life for residents amidst a large proportion of rental units.

ECONOMY AND ECONOMIC DEVELOPMENT

The national economic climate has changed dramatically since the 2003 Plan, and communities are facing strong competition for attracting and expanding employment opportunities. Focus for the 2014 Update will remain on supporting the area's major public sector employers (which employ more than 14,000 in Riley County and Pottawatomie Counties), including Fort Riley, Kansas State University, City and County governments, and the School District. However, it is critical that the 2014 Update will also address some emerging economic forces and economic development opportunities for expanding private sector employment, including the following:

- Growing the economy and diversifying the economic base beyond government jobs.
- Supporting the region's economic development and target industry initiatives.
- Balancing demand for industrial and residential land in urbanizing areas.
- Understanding and addressing the potential spinoff employment, land use, transportation, and other related issues and opportunities associated with the future National Bio and Agro Defense Facility (NBAF) and the Animal Health Corridor.
- Assessing the retail market to determine if the community is reaching a size that could support

additional regional commercial development in other areas beyond downtown.

TRANSPORTATION AND MOBILITY

Major transportation and mobility-related themes from the 2003 Plan included connectivity, efficiency, coordination with land uses, and multi-modal opportunities. In addition to those themes, major areas of emphasis related to transportation and mobility for the 2014 Update will likely include the following:

- Coordinating efforts with the Flint Hills Metropolitan Planning Organization (MPO).
- Identifying where new roadways are needed to enhance multi-modal connectivity between major activity nodes and emerging growth areas.
- Addressing the lack of east/west connectivity through Manhattan.
- Balancing roadway needs associated with new growth and the increasing demand and traffic on existing roadways.
- Addressing long term transportation infrastructure maintenance costs.
- Expanding transit service and support within the community and throughout the region by addressing existing gaps, increasing linkages to system, and identifying expansion needs.
- Enhancing bicycle and pedestrian routes and connectivity by addressing gaps in existing parts of the Planning Area and integrating new routes as new growth occurs.
- Managing parking demand in high activity areas such as Aggieville, neighborhoods near campus, and Downtown.

UTILITIES AND INFRASTRUCTURE

The 2003 Plan emphasized cost-effective and efficient provision of services and encouraged coordination of utility services and infrastructure in urbanizing areas. While much work has been accomplished in this arena, additional utilities and infrastructure-related issues and opportunities remain. Some topics likely to be addressed in the 2014 Update include the following:

- Exploring how infrastructure improvements in the Planning Area should be funded.
- Addressing variations in development standards across jurisdictions and eras of development.

- Understanding where existing infrastructure has the capacity to support additional urban growth and intensification and where upgrades are necessary.
- Addressing what system expansions or improvements are needed to support new growth in County areas, particularly along the Highway 24 corridor and in Blue Township.
- Developing a system model to identify current and future storm water system needs.
- Minimizing potential flooding risk in developed and newly developing areas, and integrating recently revised flood hazard maps into development planning and capacity estimates.
- Incorporating the future conditions model into the Flood Insurance Study (FIS) and Digital Flood Insurance Rate Maps (DFIRM).

PARKS, RECREATION AND NATURAL ENVIRONMENT

The Planning Area contains approximately 890 acres of parkland and 357 acres of natural resource areas. These parks and recreation opportunities contribute greatly to the community's high quality of life, and will likely become an area of increased focus and attention in the 2014 Update. Likewise, the continued conservation of natural resources and health of the natural environment remain important community priorities. Additional needs to be addressed in the 2014 Update will likely include the following:

- Addressing future parks and recreation demands, especially in new growth areas and identifying funding options.
- Improving connections to and between existing facilities.
- Balancing the demand for new amenities with the need for maintenance and enhancement of existing parks, recreation, and natural resources.

OUTREACH AND COORDINATION

Like the process for the 2003 Plan, the 2014 Update will include extensive opportunities for public engagement and collaboration with the many organizations that influence the Manhattan area. Additional areas of emphasis for the 2014 Update process will include:

- Engaging younger residents, young professionals, and future leaders in the planning process.
- Enhancing and leveraging collaboration among the different local and regional entities.
- Publicizing and spreading the word out about the Plan process to help foster participation.
- Incorporating new and non-traditional tools to encourage participation and engagement of different interest groups, with a particular emphasis on Internet-based tools.

Community Profile

OVERVIEW

This Community Profile provides an easy to follow summary of the state of the Manhattan Area today and the exploration of future trends and potential changes. The data and analysis contained within this Community Profile is not exhaustive, but rather it highlights key facts, figures, and trends that are likely most relevant to and influential in the planning process. Major topics addressed in this Community Profile include the following:

- Regional Influences
- People
- Housing & Neighborhoods
- Economy
- Natural Resources & Environment
- Land Use & Growth Management
- Utility Services
- Mobility & Transportation
- Parks & Recreation
- Arts, History & Cultural Resources
- Public Safety
- Community Health and Wellness
- Education

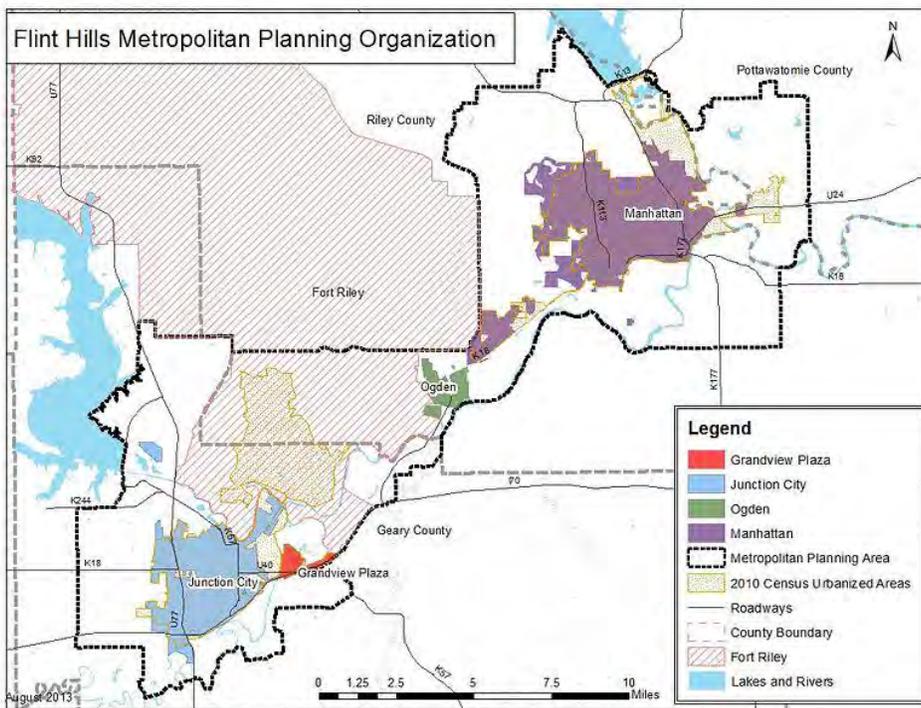
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REGIONAL INFLUENCES

FLINT HILLS METROPOLITAN ORGANIZATION (FHMPPO)

The Flint Hills Metropolitan Planning Organization (FHMPPO or MPO) covers parts of Geary, Pottawatomie, and Riley County and the City of Junction City and the City of Manhattan (see Map 2). Federal law requires when any urbanized area population exceeds 50,000, a Metropolitan Planning Organization must be established to carry out the multimodal transportation planning for the metropolitan area. The Manhattan area exceeded this population threshold in the 2010 Census, and thus the FHMPPO was designated by the State of Kansas in February 2013. The FHMPPO is governed by a Policy Board made up of elected officials from the jurisdictions in the metropolitan area.

Map 2: Flint Hills Metropolitan Planning Organization



FLINT HILLS REGIONAL COUNCIL

The Flint Hills Regional Council is a voluntary service association of local Kansas governments from Clay, Dickinson, Geary, Morris, Riley, Pottawatomie and Wabaunsee counties and their respective municipalities and unincorporated areas. The Flint Hills Regional Council was formed in 2010 to provide service of mutual benefit to the region best gained from cooperation and partnership. The Flint Hills Regional Council provides leadership support and technical assistance across all government and civic sectors of these counties and beyond, as requested.

FLINT HILLS ECONOMIC DEVELOPMENT DISTRICT

The Flint Hills Economic Development District is a collaborative effort among seven counties that cover the Flint Hills region. A major focus of this district is the Flint Hills Frontiers Project. The project provides an opportunity for area interests to come together to coordinate resources, integrate programming and develop a Comprehensive

RELATED REGIONAL EFFORTS

FLINT HILLS MPO

- Metropolitan Planning Organization (MPO) designation and collaboration
- Flint Hills Transportation Plan (anticipated to begin Spring 2014)

FLINT HILLS REGIONAL COUNCIL

- Flint Hills Joint Land Use Study
- Flint Hills Frontiers Regional Planning Project
- Housing and Infrastructure Support
- Regional Housing Update
- 2011 Regional Housing Task Force Rental Summary

FLINT HILLS ECONOMIC DEVELOPMENT DISTRICT

- Comprehensive Economic Development Strategy
- Regional Economic Update Reports
- Regional Environmental Studies
- Regional Recreation Master Plan
- Regional Cultural Inventory

KANSAS STATE UNIVERSITY

- 2025 Campus Master Plan

OTHER REGIONAL EFFORTS

- K-18 Improvements
- US-77/K-18 Improvements
- K-177 Improvements

Economic Development Strategy (CEDs) that enhances and encourages economic opportunities while preserving the area's natural and cultural resources.

FLINT HILLS REGIONAL TRANSIT ADMINISTRATION

The Flint Hills Regional Council recently facilitated an interlocal agreement between jurisdictions for the creation of the Flint Hills Regional Transit Administration (FHRTA). The Manhattan Urban Area is eligible for urban transit funding through the Federal Transit Administration, and this agreement establishes the authority to receive those federal funds to be used for urban and regional transit services. Six entities are members of the FHRTA, including Geary County, Pottawatomie County, Riley County, City of Junction City, City of Manhattan, and Kansas State University.

FORT RILEY

Fort Riley was established in 1852 along the Santa Fe Trail to protect settlers and travelers as they moved westward. In 1865, troops were stationed at Fort Riley to help protect the building of the Union Pacific Railway, and while many of the frontier forts in the area were later closed and abandoned, Fort Riley eventually became a training facility. In 1955, Fort Riley became home of the First Infantry Division of the Army, also known as the Big Red One. Fort Riley is a significant influence in the Manhattan Area that helps shape the region's housing demand, employment, and traffic, population, and land use patterns.

KANSAS STATE UNIVERSITY

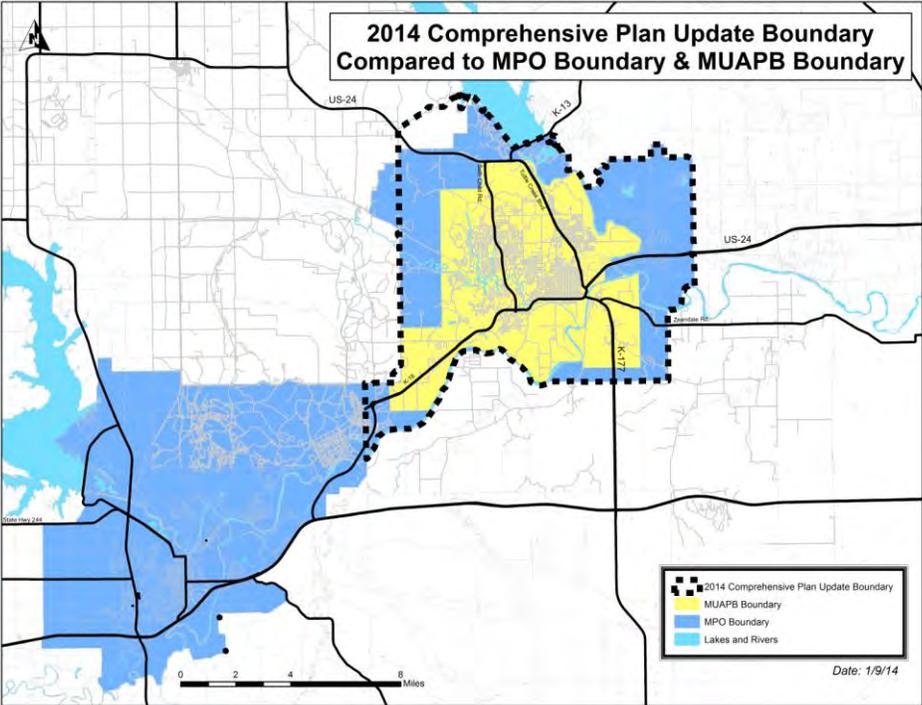
Kansas State University (K-State) was founded in 1863 as the country's first operational land-grant university. The University has campuses in Manhattan, Salina and Olathe and offers more than 250 majors and options in nine colleges, plus more than 107 academic programs offered through the Graduate School. More than 24,300 students from all 50 states and more than 100 countries attend the University. The university is also a research hub with more than 90 research centers and development of more than 200 patents. K-State is a major force that contributes greatly to the Manhattan Area's economy, cultural resources, land use patterns, demographics, and transportation and housing needs.

MANHATTAN URBAN AREA PLANNING BOARD

The Manhattan Urban Area Planning Board was created in March, 1976, through an inter-local agreement between the Manhattan City Commission and the Riley County Commission, to provide for coordinated planning within a jurisdictional area called the Manhattan Urban Area, which includes the Manhattan City limits and the surrounding urbanizing area. The focus of the board is to develop, adopt and update the Comprehensive Plan and other policy documents for the board's jurisdictional area, and formulation of Subdivision and Zoning Regulations for the area.

Map 3 highlights the differences between the 2014 Comprehensive Plan Boundary and the Manhattan Urban Area Planning Board boundaries, and shows them in context with the Metropolitan Planning Organization (MPO) boundary.

Map 3: Planning Area, MPO, and MUAPB Boundaries



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PEOPLE

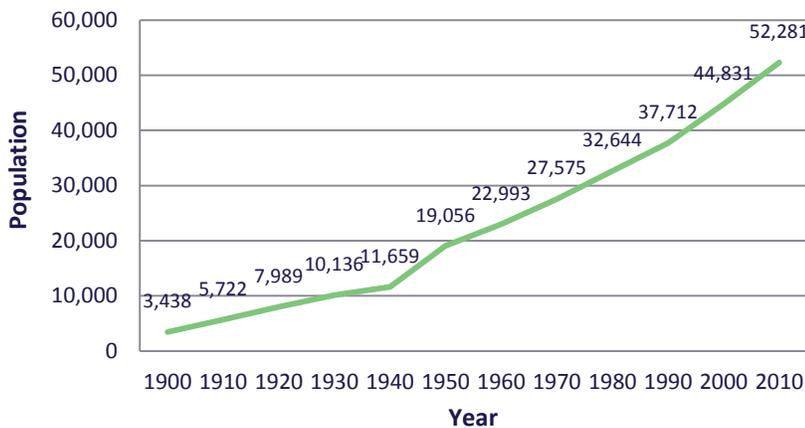
POPULATION

Sources: Decennial Census, American Community Survey 2008-2012 5-Year Estimates, 2012 Fort Riley Economic Impact Summary, Governor’s Military Council, Kansas State University.

City of Manhattan

- The 2012 population estimate for the City of Manhattan is 56,069 persons.
- The City’s population has grown steadily over the past century and surpassed 50,000 persons in the late 2000s.

Figure 1: City of Manhattan Historic and Current Population



Planning Area

- The 2010 population for the entire Manhattan Planning Area was 59,299 persons. The 2012 estimated population for the Planning Area is 61,006.
- More than 95% of the 2010 population in the Planning Area was located in Riley County (56,580 persons). The Pottawatomie County portion contained 4.6% of the Planning Area’s 2010 population (2,719 persons).
- The Pottawatomie County portion is growing at a faster average annual rate (5.98%) than the Riley County portion (1.27% annually) and the overall Planning Area (1.44% annually).

Figure 2: Observed Population (Census Blocks)

Year	Planning Area Total	Riley County Portion*	Riley County % of Planning Area	Pottawatomie County Portion*	Pott. County % of Planning Area
2000	51,405	49,890	97.1%	1,515	2.9%
2010	59,299	56,580	95.4%	2,719	4.6%
Absolute Change	7,894	6,702	-	1,192	-
Percent Change	15.36%	13.43%	-	78.68%	-
Avg. Annual Rate	1.44%	1.27%	-	5.98%	-

*includes properties within the City of Manhattan



ISSUES AND OPPORTUNITIES

ONGOING GROWTH

Moderate population forecasts indicate that the City of Manhattan could grow by nearly 16,500 persons by 2035. During the same time period, the Planning Area could grow by more than 18,000 persons to a population of almost 80,000. See the detailed population forecast methodology on page 18 for details.

ROLE OF SPECIAL POPULATIONS

Two unique groups influence the area’s population: Kansas State University students and Fort Riley employees and family members. Ongoing coordination with both institutions is needed to ensure the impacts of future growth—or contraction—on the area’s housing market, economy, and other considerations are minimized.

ISSUES AND OPPORTUNITIES

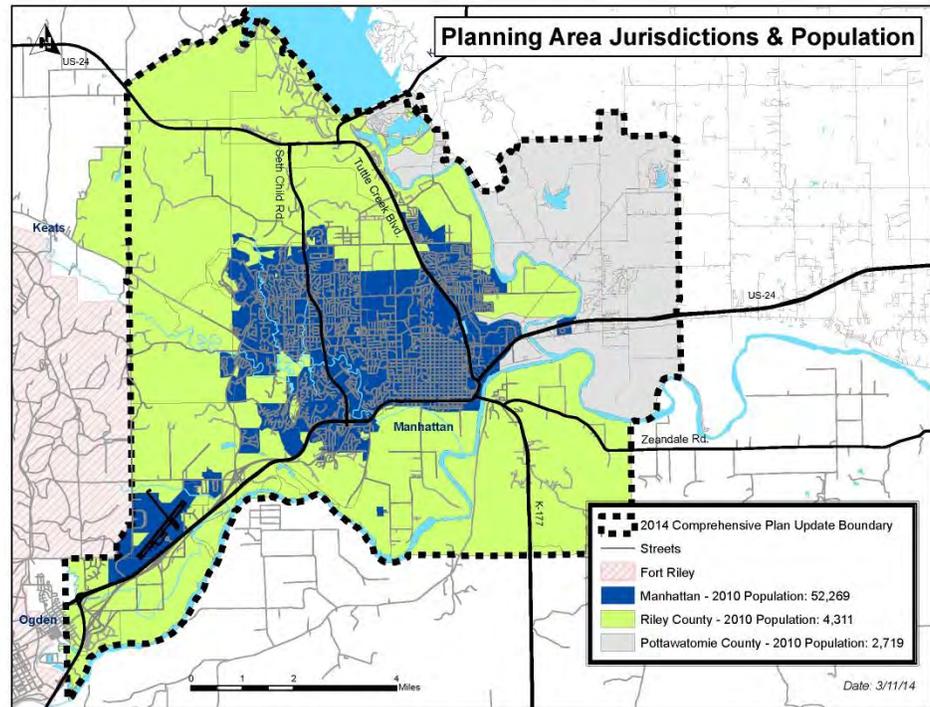
AGING POPULATION

Like many other regions across the country, the senior population is growing as residents live longer and more Baby Boomers enter their retirement years. Older residents have unique needs including but not limited to fixed incomes, housing types, access to health care and other services, and transportation modes. Careful planning is necessary to ensure that today's communities will satisfy the future needs of this growing population.

FORT RILEY REDUCTIONS

It is anticipated that the soldier population assigned to Fort Riley will remain steady or slightly decline in coming years and longer times between deployments will mean more Soldiers Boots on Ground (BOG) at Fort Riley. As soldiers resume many functions previously performed by contractors, and as construction levels decrease, it is likely the amount of contractors working at Fort Riley will also decline. With the current deployments forecasted and dwell time expanding between deployments, a slight increase in the number of families accompanying soldiers at Fort Riley is expected. Because available housing at Fort Riley is limited, many families will likely choose to live in the Manhattan area.

Map 4: 2010 Population by Jurisdiction within the Planning Area



Riley and Pottawatomie Counties

- Riley County's population has generally increased, growing from nearly 14,000 persons in 1900 to approximately 73,150 persons in 2012.
- In contrast, Pottawatomie County's population has only modestly increased over the last century, from nearly 18,500 persons in 1900 to 22,302 persons in 2012.
- Pottawatomie County's population declined from 1900 to 1970, surpassing its 1900 population only recently in the early 2000s.

Other Special Populations

- **Fort Riley:** In 2012, the estimated total population at Fort Riley was 56,944 persons according to the 2012 Fort Riley Economic Impact Study.
 - ✓ This 2012 population included 19,468 military members (34.2%), 26,415 family members (46.4%), 3,591 retirees (6.3 %) and 7,470 civilian employees (13.1%).
 - ✓ By Fiscal Year 2017, Fort Riley expects a reduction in population of about 1,200 to 1,500 soldiers and 20 to 40 civilian employees.
- **Kansas State University:** Total full-time enrollment at Kansas State University's Manhattan Campus was 19,588 students for 2012. Kansas State University students comprised approximately 35% of the City of Manhattan's overall population in 2012.

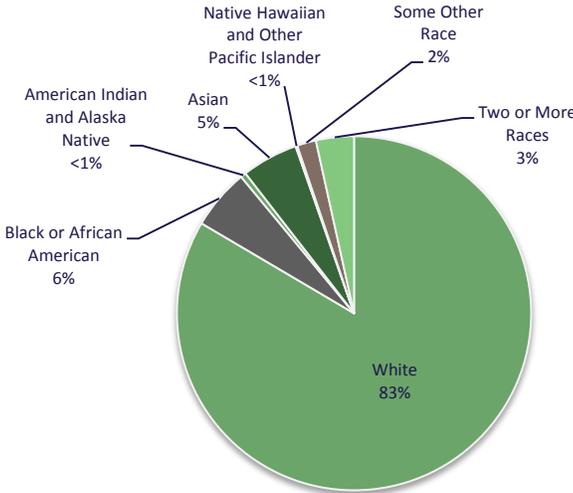
DEMOGRAPHICS

Sources: Decennial Census, 2008-2012 American Community Survey 5-Year Estimates.

Race/Ethnicity

- The majority (83%) of the City of Manhattan’s residents are white.
- Minorities make up the rest of Manhattan’s population, with 6% of residents identifying as Black or African American, 5% identifying as Asian, and less than 1% identifying as either American Indian and Alaskan Native or Native Hawaiian and other Pacific Islander.
- Approximately 3% and 2% of residents identified themselves as two or more races or as some other race, respectively.

Figure 3: 2010 City of Manhattan Population by Race



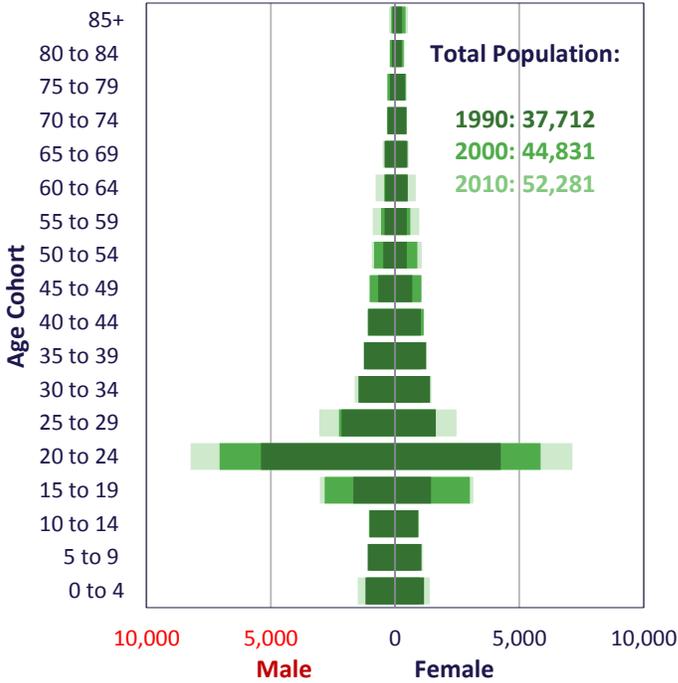
Gender

- The City’s population is mostly evenly distributed among the genders, particularly among the younger population.
- There are slightly more college-aged males than females (ages 20 to 29).
- The population of older (over seventy years of age) females is significantly higher than that of males of the same age, with almost 70% of the population aged 85 and older being female.

Age

- In each Census year, the population of persons between the ages of 20 and 24 is significantly larger than any other, reflecting the large portion of the college-age population. This age cohort has also seen the most growth since 1990, growing from 9,637 in 1990, to 12,907 in 2000, to 15,358 in 2010.
- The age cohorts on either side of the 20 to 24 range (ages 15 to 19 and ages 25 to 29) are also growing.
- In addition to Manhattan’s young adult population growth, the number of people between age 45 and 64 is also slowly increasing.

Figure 4: City of Manhattan Population Change by Cohort, 1990 to 2010



FORECAST METHODOLOGY

The population forecasts used in this report are based primarily on a mathematical regression of past population data. A modified exponential growth model was created, and the projected annual growth rates were then compared with other sources in order to contextualize the data:

- Historical county growth rates: from 1960-2010, Pottawatomie County has grown at an average annual rate of about 1.2%, Riley County at 1.1%.
- Riley County projected growth: a rate of 1% yearly projected in the Vision 2025 Plan.
- KSU projected student enrollment: an annual increase of 1% laid out in the KSU Campus Master Plan.
- Fort Riley population: difficult to predict due to political aspects of military funding, but recent trends suggest some reduction in on-base personnel is possible, at least in the short-term.

Given the close comparability between the selected population projection rate of 1.19% and the other quantitative sources, as well as qualitative understandings of the regional economy and growth patterns, the selected population estimate appears sound.

To arrive at the population forecast for the Manhattan Urban Area as a whole, the projected growth rate found for the City using the modified exponential regression (1.19%) was simply applied to the 2010 Urban Area Population. Using this “Short-Term” projection, the population of the Urban Area is expected to reach 80,678 by 2035.

POPULATION FORECASTS

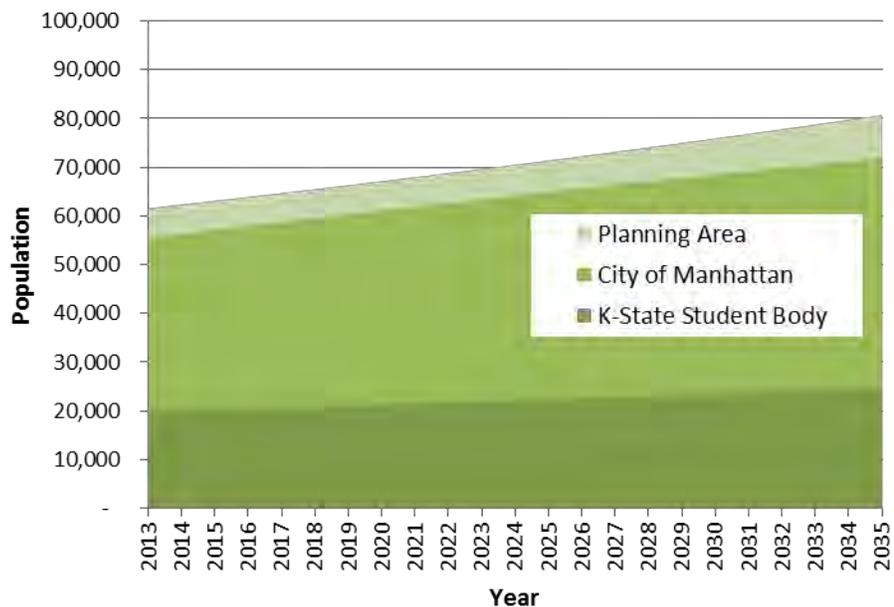
Population forecasts were prepared by the City of Manhattan Planning Division using a variety of forecast methodologies and analysis of historical trends, as summarized below.

- The population forecasts for different population areas are summarized in Figure 5.
- The City could grow to nearly 72,000 persons by 2035 under a 1.19% average annual growth rate, and the Planning Area is expected to reach almost 80,000 persons by 2035 using this growth rate.
- Figure 6 below illustrates the 2035 population forecasts for the City of Manhattan, Planning Area, and Kansas State University student body. The methodology used to generate the City of Manhattan and Urban Area forecasts is summarized at left. Student enrollment for KSU was projected by taking the total fall full-time enrollment (without the Technology & Aviation College located in Salina or the Olathe campus) and applying the annual growth rate assumed in the KSU Master Plan, which is 1% per year.

Figure 5: Population Forecasts 2013-2035

Population Area	2013 Estimate	2035 Forecast
City of Manhattan	55,454	71,886
Planning Area	60,788	80,678
Kansas State University	19,784	24,625

Figure 6: Population Forecasts 2013-2035



HOUSING & NEIGHBORHOODS

HOUSING STOCK

Sources: Decennial Census, 2008-2012 American Community Survey 5-Year Estimates.

- **Total Housing Units:** The City of Manhattan has an estimated 21,882 total housing units.
- **Mix of Housing Types (City of Manhattan):** The City’s housing stock is fairly well distributed among various types, with approximately one-half (48%) of units categorized as single-family detached or mobile homes, one-quarter (25%) small multi-family, duplex or attached single-family units, and the remaining quarter (27%) categorized as medium or large multi-family units.
- **Number of Bedrooms:** Almost a third (31%) of the City’s dwelling units are studio or 1-bedroom units, nearly half (48%) have 2 or 3 bedrooms, and about 20% have 4 or more bedrooms.
- **Mix of Housing Types (Counties):** Outside of the City, the portions of the Planning Area located within Riley and Pottawatomie Counties are predominantly single-family units.



ISSUES AND OPPORTUNITIES

NEIGHBORHOOD STABILITY

More than half of homes in the City are renter-occupied (60.8%), and the share of renter-occupied to owner-occupied units has increased steadily for the past several decades. Tension in the City’s established neighborhoods has also increased due to conflicts related to concerns about parking, maintenance, noise, and other issues. Although Rental Inspection was established in 2009, the program was repealed by the City Commission in 2011.

LOW VACANCY RATES

Vacancy rates in the City are very low. Anecdotal evidence suggests that the vacancy rate, especially in rental housing, is significantly lower than the 5.05% reported by the Census in the City of Manhattan. As a result, inventory is limited, and housing costs have steadily increased since the 1990s.

INFILL AND REDEVELOPMENT

Pressure for infill and redevelopment in core area neighborhoods is increasing. Defining appropriate locations for higher-intensity residential as well as addressing general issues of compatibility are key considerations for the 2014 Update.

Figure 7: City of Manhattan Housing by Type, 2010

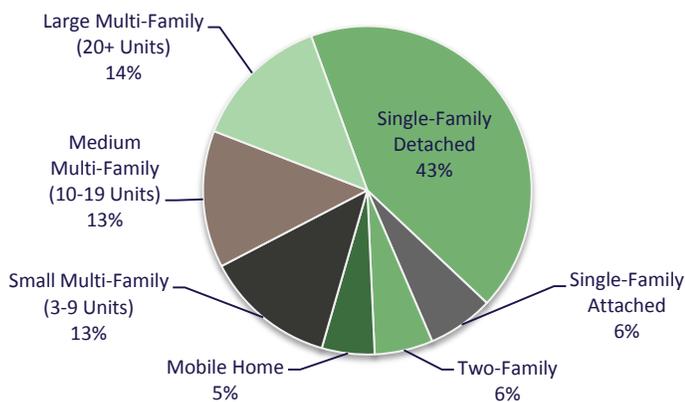
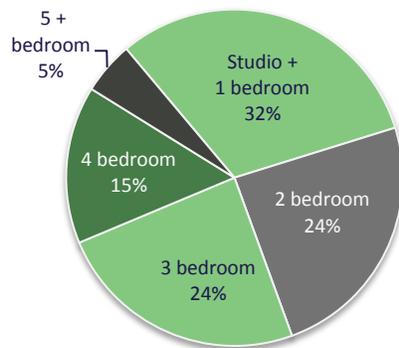


Figure 8: City of Manhattan Number of Bedrooms per Dwelling Unit, 2010





ISSUES AND OPPORTUNITIES

HOUSING COSTS

Housing costs as a percentage of income are quite high in the Manhattan area, especially for renters. High housing costs mean that residents have less of their income to spend on food, clothing, health care, and other goods and services, which in turn influences the growth potential of those businesses. Many factors influence housing costs, including but not limited to location, utility infrastructure, materials used, vacancy rates, and unit type and size.

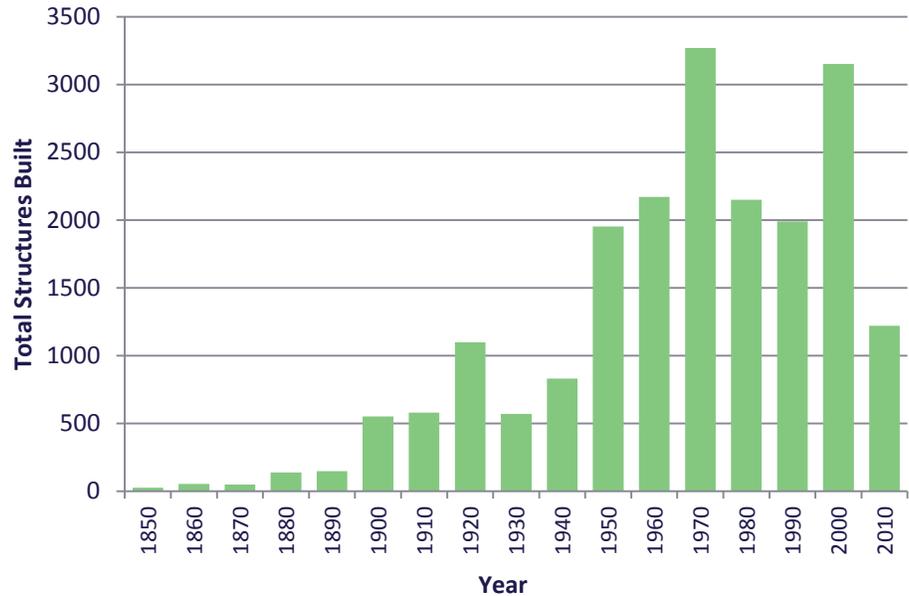
STUDENT HOUSING

Demand for student housing has accompanied steady increases in enrollment at Kansas State University. A new residence hall is planned on the north end of campus which, upon completion, will include 450 beds. Pressure for additional off-campus student housing is being met to some degree through infill and redevelopment east, south, and to an increasing degree, west of campus. In addition, the conversion of existing single-family homes to student rentals has increased in the same areas.

Age of Structure

- Approximately 70% of structures in the City of Manhattan have been constructed since 1960, and nearly a third (31.9%) have been built since 1990.
- About 20% of the City's structures are at least 50 years old (constructed before 1960).

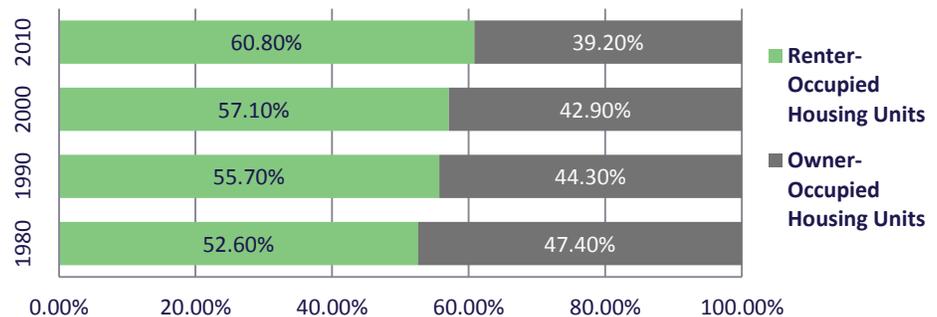
Figure 9: Number of Structures Built per Decade, City of Manhattan



Occupancy

- **City of Manhattan:** In the City of Manhattan, more than half of homes are renter-occupied (60.8%), and the share of renter-occupied to owner-occupied units has increased steadily for the past several decades.

Figure 10: City of Manhattan Renter/Owner Occupancy, 1980 - 2010



- **Counties:** Owner and renter occupancy varies tremendously between Pottawatomie County and Riley County. Only 42% of units are owner-occupied in all of Riley County, compared with 79% of units across Pottawatomie County.

Figure 11: Occupied Housing Units: Owner/Renter Occupancy by County, 2010

	2010			
	Renter-Occupied Housing Units		Owner-Occupied Housing Units	
	NUMBER	PERCENT	NUMBER	PERCENT
Pottawatomie County	1,750	22%	6,158	78%
Riley County	14,715	57%	10,996	43%

Household Size

- In 2010, the average household size was 2.3 persons per household in the City of Manhattan. The average household size for all of Pottawatomie and Riley Counties was slightly larger than the City, with an average of 2.4 persons per household.
- Owner-occupied housing units in the City had a slightly larger average household size (2.44 persons) than renter-occupied households (2.21 persons).

HOUSING MARKET

Sources: Decennial Census, 2008-2012 American Community Survey 5-Year Estimates, Riley County Apartment Vacancy Study, City of Manhattan Planning Division.

Vacancy

- Housing vacancy is a complex issue, and due to data limitations (especially due to Census collection/categorization methods) it is difficult to obtain a true vacancy rate for the City. When the Census collects vacancy information, it categorizes unoccupied “vacant” units into one of seven categories: “for rent,” “rented- not occupied,” “for sale only,” “sold - not occupied,” “for seasonal, recreational, or occasional use,” “for migrant workers,” and “other vacant.” Unfortunately, none of the categories directly speaks to vacant housing for planning purposes. For this report, vacancy rates in the “for rent,” “for sale only,” and “other vacant” categories were identified as being most applicable for land use planning purposes – how many available units are sitting empty with no immediate plans for occupancy. Figure 12 shows these vacancy rates for the City and the two Counties in 2000 and 2010, as well for other jurisdictions (to provide context).
- Anecdotal evidence, as well as consistently increasing housing and rental prices, suggests that a more realistic vacancy rate, especially in rental housing, is lower than 5.05% in the City of Manhattan. The Riley County Appraiser’s Office conducts an annual apartment occupancy survey on a relatively large sample of Manhattan apartment properties in August and September. The survey collects data on a range of housing factors, including occupancy rates:
 - ✓ Fall 2010 Apartment Occupancy: 99.1%
 - ✓ Fall 2011 Apartment Occupancy: 99.0%
 - ✓ Fall 2012 Apartment Occupancy: 98.2%
- These figures, while extremely low, are much closer to what would be expected in terms of vacancy in the City given the rising rental prices, increasing housing demand, and a slowly expanding housing supply.

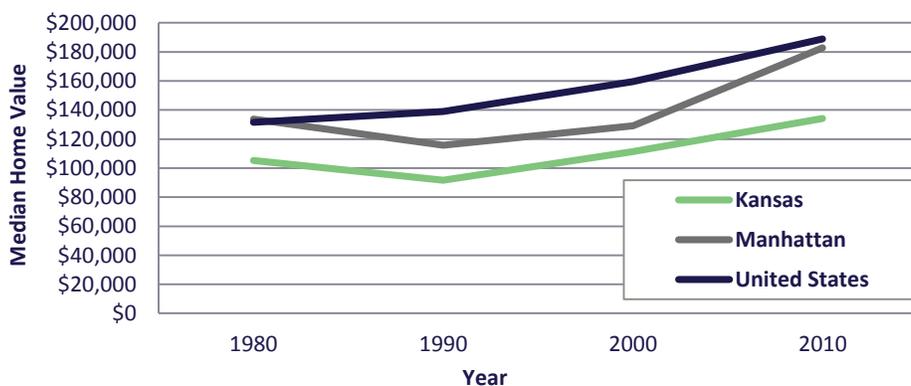
Figure 12: Housing Vacancy by Jurisdiction, 2010

		2010			2000	
		Total Housing Units	Vacant Units not for sale, rent, or unoccupied		Total Housing Units	Vacant Units not for sale, rent, or unoccupied
City of Manhattan	Number	21,882	1,106	Number	17,690	594
	Percent		5.05%	Percent		3.36%
Riley County	Number	28,278	1,442	Number	23,397	939
	Percent		5.10%	Percent		4.01%
Pottawatomie County	Number	8,622	345	Number	7,311	398
	Percent		4.00%	Percent		5.44%
City of Lawrence	Number	37,126	1,907			
	Percent		5.14%			
State of Kansas	Number	1,233,125	99,083			
	Percent		8.04%			
United States	Number	131,642,457	10,163,978			
	Percent		7.72%			

Housing Value

- In 2010, the median value for a home in the City of Manhattan was \$173,200.
- After decreasing in the 1980s, home values in the City of Manhattan have increased steadily since the 1990s.
- Manhattan’s median home values are higher than those of the state of Kansas as a whole, and are nearing the country’s median home values.

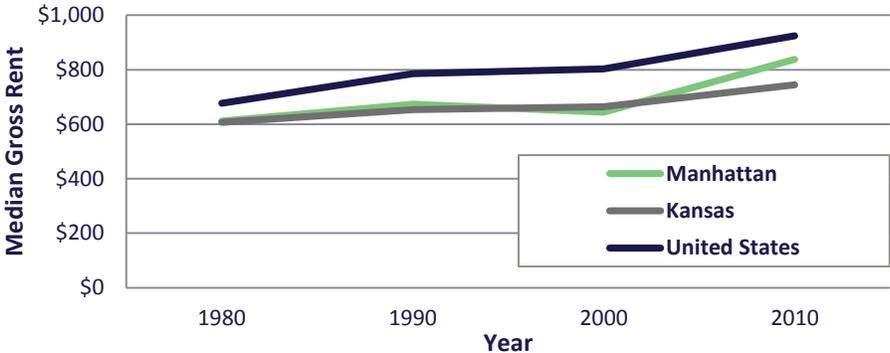
Figure 13: City of Manhattan Median Home Value, 1980 to 2010



Housing Costs

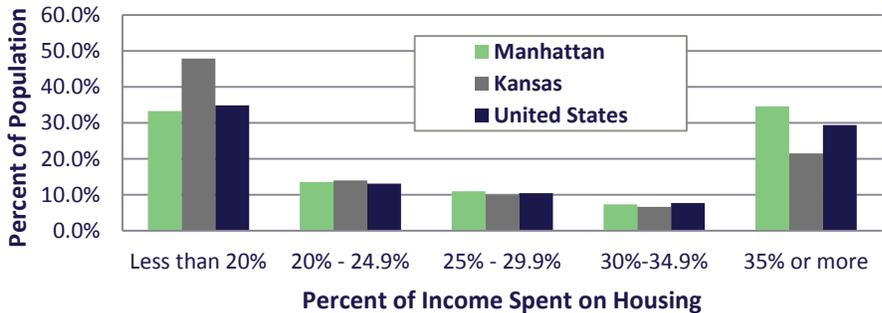
- In 2010, the median gross rent for City of Manhattan renters was \$800 per month.
- In the past decade, rental housing costs in Manhattan surpassed the median gross rent for the rest of the state of Kansas and are nearing the country’s median rate.
- In 2010, the median selected monthly owner costs for City of Manhattan homeowners with a mortgage was \$1,367 per month, compared to \$1,284 in Kansas and \$1,559 for the country as a whole.

Figure 14: City of Manhattan Median Gross Rent, 1980 to 2010



- As a percentage of total income, Manhattan residents spend much more on housing than residents across Kansas and the United States.
- A generally accepted measure of affordability is for a household to pay no more than 30% of its annual income on housing. Approximately a third of Manhattan residents spend 35% or more of their income on housing, which indicates that housing affordability is a growing issue in the City.

Figure 15: Percent of Income Spent on Housing, 2010



AFFORDABLE HOUSING

Sources: Manhattan Housing Authority Annual Report 2012.

The Manhattan Housing Authority provides a number of programs to support housing affordability in the community. They include the following:

- Public Housing Program:** in operation since the completion of the Manhattan Housing Authority’s first housing development in 1974. Residents must qualify for the Public Housing program by meeting income guidelines, citizenship criteria and by passing a criminal background screening. Residents are able to choose a rent amount based on 30% of their adjusted monthly income, which may vary month-to-month, or a Flat Rent amount which does not fluctuate.
- Low Income Housing Tax Credit (LIHTC) Program:** uses tax credits to encourage private and public entities to invest in affordable housing. LIHTC residents must meet income guidelines to be eligible to occupy an LIHTC unit. Rents for LIHTC units are set below the market rent for private rental units in the area. The Manhattan Housing Authority manages two LIHTC communities, the Gardens at Flint Hills and FHI Apartments, LP, under a management agreement with Manhattan Area Housing Partnership (MAHP), a local Community Housing Development Organization.
- Section 8 Housing Choice Voucher (HCV) Program:** the largest federal housing assistance program. Participants choose rental units in the private market, providing an opportunity to locate a home that best meets the family’s needs. Participants pay 30% of their monthly adjusted income in rent, with the remaining payment made directly to the owner by the Housing Authority. Two new Section 8 HCV programs (HUD-VASH & FUP) were added in 2012, increasing the number of families assisted; however, expected budget cuts will significantly affect the number of families that will be assisted in 2013.
- Tenant Based Rental Assistance (TBRA) Program:** funded by a Kansas Housing Resources Corporation grant and assists families with Security and Utility deposit payments. Applicants must meet income-eligibility guidelines and may only use the assistance once in a twelve month period. TBRA is a vital resource for families who can afford rent, but are unable to pay security and utility deposits as well as first month’s rent in order to secure housing.

Figure 16: Manhattan Housing Authority Units, 2012

Manhattan Housing Authority Developments (Year Built)	Number of Units
Apartment Towers (1973)	183
Baehr Place (1975)	20
Carlson Plaza (1975)	47
Pottawatomie Court (1983)	28
Hudson Circle (1983)	19
Gardens at Flint Hills (2006)*	48
Flint Hills Place (1974)*	60
TOTAL	405

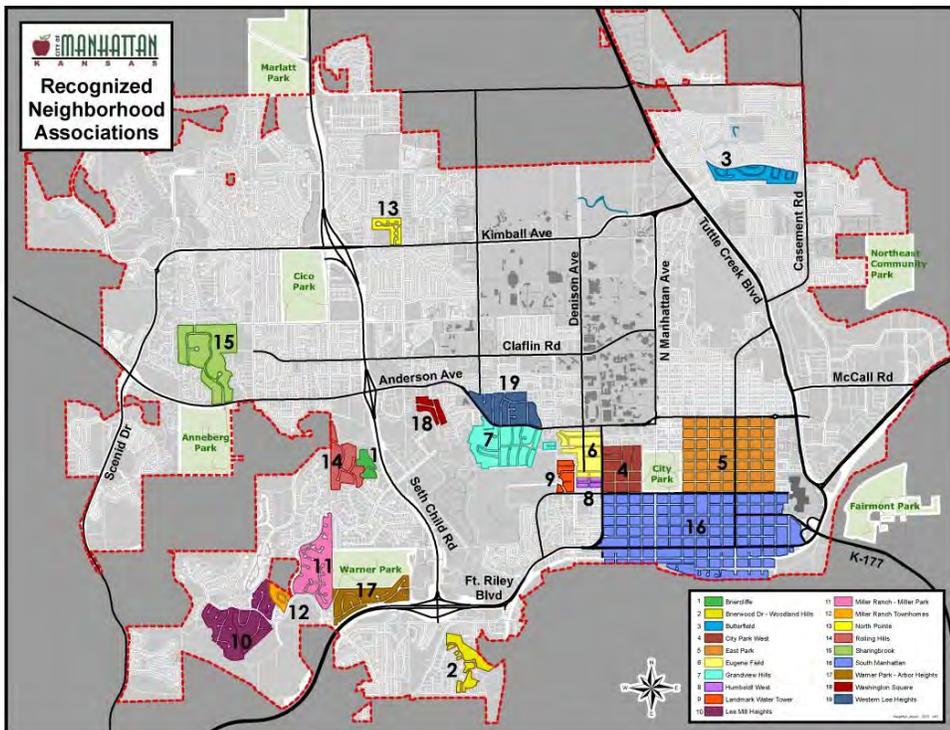
* Units under Management Agreement

NEIGHBORHOODS

Sources: City of Manhattan Planning Division, Pottawatomie County.

The Planning Area includes a diverse mix of established and emerging neighborhoods, including ones with active neighborhood associations as well as ones that are informally organized or recognized as unique subdivisions or groups of subdivisions. Recognized neighborhood associations within the City of Manhattan are listed at right and illustrated in the map below.

Map 5: Manhattan Neighborhood Associations



Major subdivisions/neighborhoods in southern Blue Township portion of the Planning Area include the following (see Map 6):

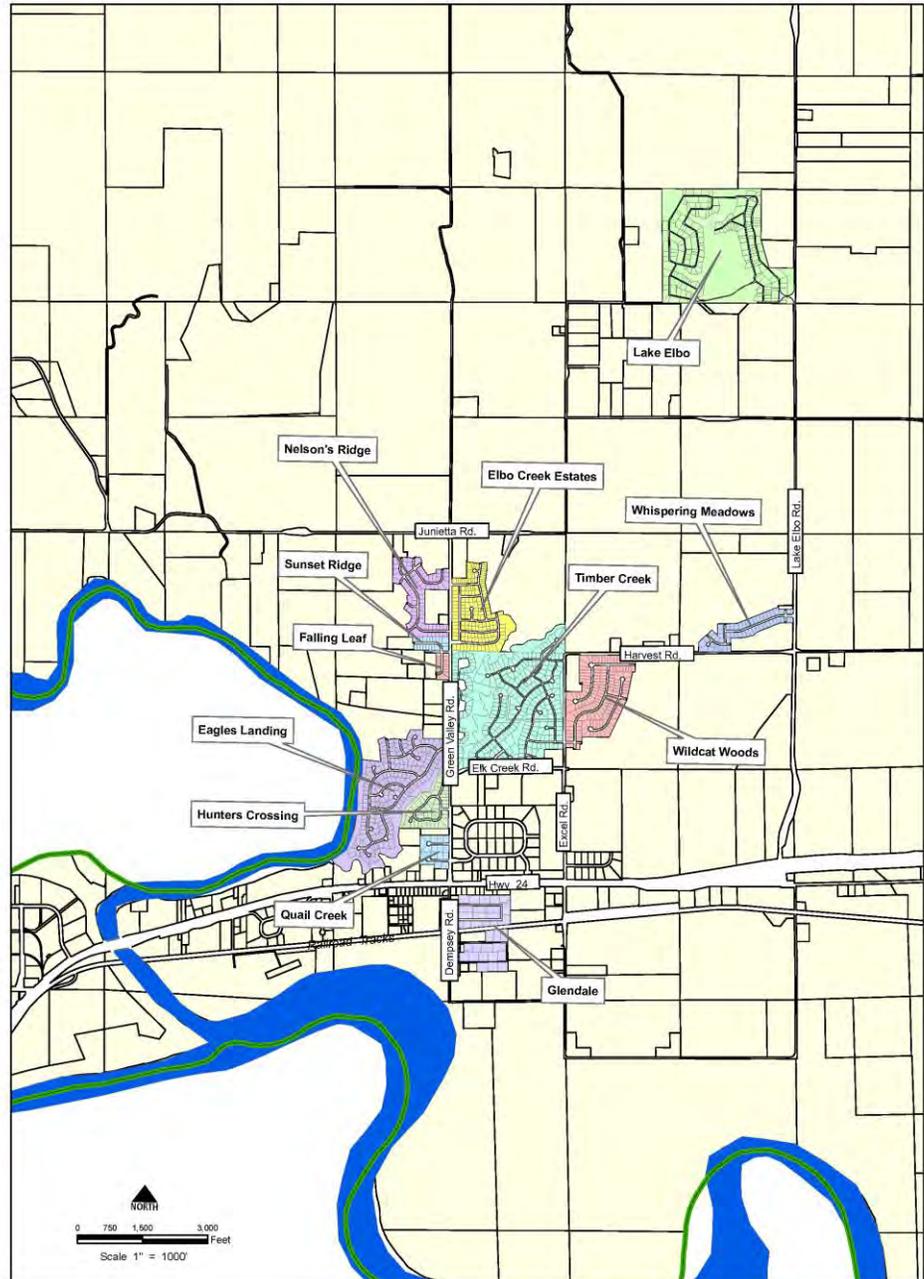
- Eagles Landing
- Elbo Creek Estates
- Falling Leaf
- Glendale
- Hunters Crossing
- Lake Elbo
- Nelson's Ridge
- Quail Creek
- Sunset Ridge
- Timber Creek
- Whispering Meadows
- Wildcat Woods

CITY NEIGHBORHOOD ASSOCIATIONS

The Neighborhood Coalition Group serves as the coordinating entity for the Manhattan Neighborhood Associations, which include the following (see Map 5):

1. Briercliffe Homeowners' Association
2. Brierwood Drive-Woodland Hills Neighborhood Association
3. Butterfield Homeowners' Association
4. City Park West
5. East Park Neighborhood Association
6. Eugene Field Neighborhood Association
7. Grandview Hills Neighborhood Association
8. Humboldt West Neighborhood Association
9. Landmark Water Tower Neighborhood Association
10. Lee Mill Heights Homeowners' Association
11. Miller Ranch/ Miller Park Homeowners' Association
12. Miller Ranch Townhomes Community Association
13. North Pointe Homeowners' Association
14. Rolling Hills Homeowners' Association
15. Sharingbrook Homeowners' Association
16. South Manhattan Neighborhood Association
17. Warner Park/Arbor Heights Neighborhood Association
18. Washington Square Homeowners' Association
19. Western Lee Heights Neighborhood Association

Map 6: Southern Blue Township Subdivisions/Neighborhoods, Pottawatomie County



ECONOMY

EMPLOYMENT

Sources: Manhattan Chamber of Commerce, 2008-2012 American Community Survey 5-Year Estimates.

Employment Status and Class

The total working age population (16 years or older) in Pottawatomie and Riley Counties in 2010 was 75,786. This population can be generally grouped into three broad categories as follows:

- Private Sector Workers (Private Wage & Salary, Self-Employed, Unpaid Family Members):** *Private Wage & Salary Workers* totaled 27,337 in 2010, representing (36.07%) of the total working age population. *Self-Employed Workers* and *Unpaid Family Workers* represent just 2,367 (3%) and 90 (0.12 %) of the total working age population, respectively.
- Public Sector Workers (Armed Forces and Government):** *Armed Forces Workers* and *Government Workers* represent 6,742 (8.9%) and 14,160 (18.68%) of the total working age population, respectively.
- Not Participating (Civilian Unemployed/Not in Labor Force):** Of the total working age population, only 1,743 (2.3%) were classified as *Civilian Unemployed* in 2010. An additional 23,347 (30.8%) were classified as *Not in Labor Force*. A large portion of this latter group is thought to be comprised of full-time students.

Major Employers

- The largest employer in the City of Manhattan is Kansas State University, which employs nearly twice as many people (6,028) as the second-largest employer, Fort Riley (3,543).
- Most other employers in the City of Manhattan employ fewer than 1,000 people, with a majority employing 300 or less.

Figure 17: City of Manhattan Major Employers, 2014

Major Employer	Total Employees	Major Employer	Total Employees
Kansas State University	6,028	Riley County	240
Fort Riley Civilian Personnel	3,543	Farm Bureau & Affiliated Services	225
Manhattan/Ogden USD #383	1,350	Big Lakes Developmental Center, Inc.	225
GTM Sportswear	900	Menard's	200
Mercy Regional Health Center	795	Central Mechanical Construction Co. Inc.	192
Wal-Mart	480	CivicPlus	175
City of Manhattan	374	Dillon's Food Market	173
Meadowlark Hills Retirement Community	349	Center for Grain and Animal Health Research	155
Hy-Vee	300	Parker-Hannifin Corporation	150
Florence Manufacturing	260	Target	140
Manko Window Systems, Inc.	240		



ISSUES AND OPPORTUNITIES

PUBLIC SECTOR EMPLOYMENT

Nearly 9,600 area workers are employed by two large public institutions: Kansas State University and Fort Riley. Continued diversification of the area's economic base will help offset any potential contractions in the large government employers. While these are high-quality employers, this also means that the local economy is not necessarily well-insulated against potential decreases in government spending.

CHANGING WORKPLACES

Due to advancements in computer and telecommunications technology, many workers now have opportunities to work remotely from satellite locations or home offices. This has created strong demand for reliable high-speed internet services and new collaborative workplaces. It has also led to increasing demand for flexible buildings and spaces that can easily adapt for emerging technologies and businesses. Manhattan has begun to tap into this "creative class" entrepreneurial economy by promoting a more vibrant downtown environment offering employment, housing and entertainment.



ISSUES AND OPPORTUNITIES

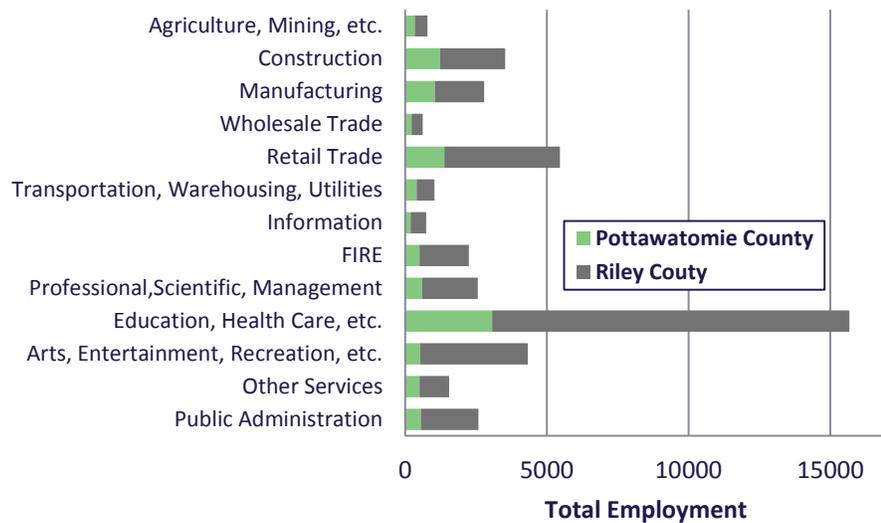
NBAF INFLUENCE

Manhattan was selected as the future National Bio and Agro-defense Facility (NBAF) location after an extensive three-year site selection process. The NBAF will be built on a site on Kansas State University adjacent to the existing Biosecurity Research Institute. Construction of the NBAF central utility plant (CUP) is underway, and construction on the NBAF is pending final funding appropriation. Once complete, the total impact of the NBAF is unknown, but it is likely to influence all aspects of the community, on-campus and off, including but not limited to spin-off employers and support services, transportation needs, housing, and land use patterns.

Industries

- The largest industry in both Pottawatomie County and Riley County, when measured by employment, is Education and Health Care, which employs over 15,000 people and comprises over a third of both counties' labor force.
- Other major industries include: Retail Trade; Arts, Entertainment, Recreation, and associated industries; Construction; Manufacturing; Public Administration; Professional, Scientific, and Management; and Finance, Insurance, Real Estate (FIRE); and Rental and Leasing.

Figure 18: Civilian Employment by Industry, 2010



Economic Concentrations and Specializations

- Location Quotient (LQ) is a measure of economic concentration. It is computed by dividing the percentage of regional employment in a given industry by the percent of employment in that industry for the entire United States economy. LQ values over 1 indicate a regional concentration in a given industry.
- In 2010, Riley and Pottawatomie Counties have regional concentrations in construction, retail trade, education and health care, arts, entertainment, and recreation, and public administration.
- The Herfindahl Index (HI) is a measure of economic specialization (see Figure). In general, a Herfindahl Index below 0.1 signifies low concentration, while an index above 0.18 signifies high concentration.
- The Herfindahl Index for Riley and Pottawatomie County has increased since 2000, meaning that economic activity in the region is becoming more specialized.

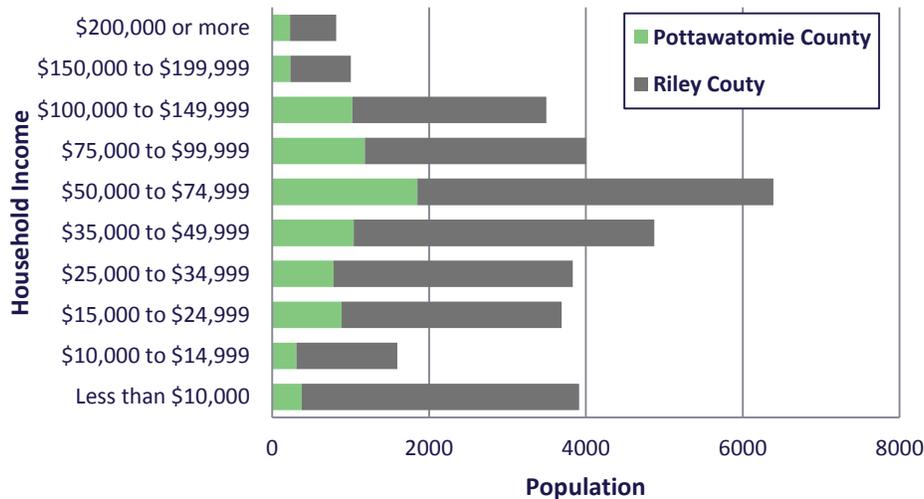
Figure 19: Riley and Pottawatomie County Economic Concentrations and Specializations

INDUSTRY	Regional Location Quotient*	
	2000	2010
Agriculture, Mining, etc.	1.64	0.95
Construction	0.98	1.24
Manufacturing	0.37	0.60
Wholesale trade	0.49	0.40
Retail Trade	1.07	1.08
Transportation, Warehousing, Utilities	0.63	0.47
Information	0.77	0.77
FIRE	0.79	0.76
Professional, Scientific, Management	0.70	0.55
Education, Health Care, etc.	1.66	1.56
Arts, Entertainment, Recreation, etc.	1.22	1.07
Other Services	1.02	0.72
Public Administration	1.17	1.19
HERFINDAHL INDEX**	0.1566	0.1750

Income

- Median household income for Pottawatomie County was \$56,775 in 2010, while the median household income for Riley County was \$43,364.
- Most, about 80%, of Pottawatomie County and Riley County residents receive incomes between \$15,000 and \$149,000.
- A portion of the population (over 11%), has an income of less than \$10,000 per year.

Figure 20: 2010 Income and Benefits (in 2012 Inflation-Adjusted Dollars)



ISSUES AND OPPORTUNITIES

RETAIL COMPETITION

Population growth in the area may mean that the community is reaching a size that could support additional regional commercial development in areas beyond downtown. Careful market analysis and planning is needed to ensure that any future regional retailers satisfy the area’s shopping needs without risking the success of the Downtown area.

EMPLOYMENT SITES

- The **Manhattan Corporate Technology Park** is a 190-acre park located directly west of the Manhattan Regional Airport off of K-18 at Wildcat Creek Road. A number of lots are available for purchase and all lots are fully served with all utilities and ready for immediate development.
- The **Green Valley Business Park**, owned by the Pottawatomie County Economic Development Corporation, is located in Blue Township at the corner of Green Valley Road and US Highway 24. It is an attractive location for light manufacturing, wholesaling, and service businesses, and 7 fully developed lots are currently for sale.

MAJOR ECONOMIC DEVELOPMENT INITIATIVES

ECONOMIC DEVELOPMENT INCENTIVES

Economic development incentives offered by the City include the City Economic Development Fund, industrial revenue bonds, tax abatement, and tax increment financing.

ROADS AND JOBS INITIATIVE

The City and Riley County's Roads and Jobs initiative is funded through a county-wide half-cent sales tax. Riley County's portion of the sales tax is used for road and bridge improvements and the City's share is used for economic development initiatives.

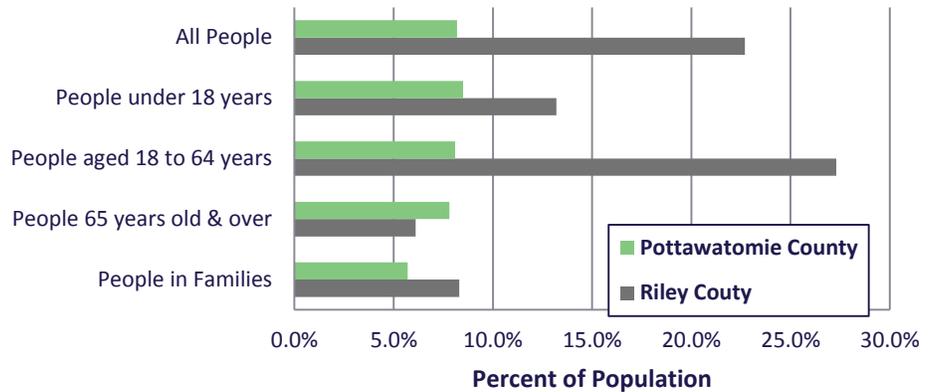
POTTAWATOMIE COUNTY ECONOMIC DEVELOPMENT STRATEGIC PLAN

Pottawatomie County recently adopted an Economic Development Strategic Plan that identified the following key target industry clusters as the focus of business retention, expansion, entrepreneurship, and recruitment efforts:

- Bio-technology
- Healthcare and education
- Advanced manufacturing
- Agri-business
- Tourism and recreation

- A higher percentage of Riley County residents than Pottawatomie County residents have reported incomes below the Federal poverty level in the past 12 months, particularly those between the ages of 18 and 64 years where over 25% reported low income levels.
- The higher poverty rates reported in Riley County are likely partially attributed to the large student population.

Figure 21: Percentage of People Whose Income Is Below the Poverty Level, 2010



- In 2010, there were approximately 296 households that received Supplemental Nutrition Assistance Program (SNAP/Food Stamps) benefits in the past 12 months in Pottawatomie County, and 968 households in Riley County.
- Cash public assistance income supported approximately 154 households in Pottawatomie County and 269 households in Riley County in 2010.

ECONOMIC DEVELOPMENT

Sources: Manhattan Chamber of Commerce, Pottawatomie County Economic Development Corporation, City of Manhattan.

Partnerships and Organizations

- The City of Manhattan works in conjunction with the Manhattan Chamber of Commerce on several economic development initiatives in support of the City's economic development policy, established in 2002 and revised in 2010 and 2014. The City's economic development goals are the following:
 - ✓ Create quality jobs with corresponding wages, benefits, and working conditions.
 - ✓ Diversify the property-tax base in Manhattan.
 - ✓ Decrease reliance on federal, state, and local government for jobs.
 - ✓ Maintain, stabilize, and build on the existing strengths of the community.
 - ✓ Invest public funds in ways that create self-sustaining economic development activities.
 - ✓ Use public funds to leverage private investment in economic development.
- Riley County also works in conjunction with the Manhattan Chamber of Commerce.
- The Pottawatomie County Economic Development Corporation works to enhance the economic well-being and quality of life of the citizens of the county. The corporation owns three business/industrial parks, and provides information and project assistance to businesses and individuals. It also collaborates with other organizations on economic and community development projects.

NATURAL RESOURCES & ENVIRONMENT

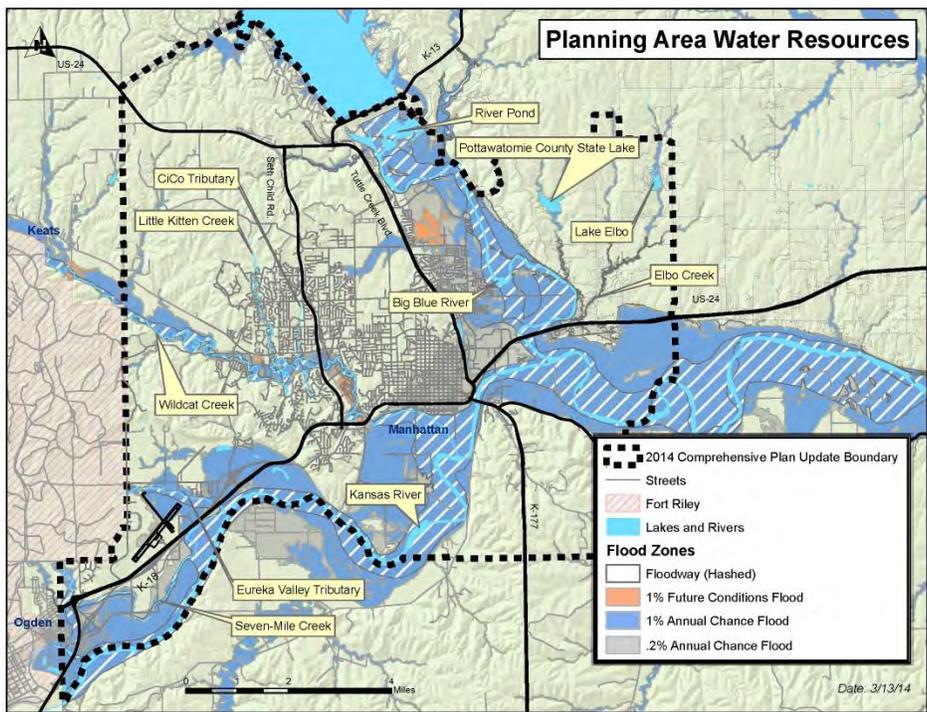
WATER RESOURCES

Source: City of Manhattan Planning Division.

- A variety of water resources are present in the Planning Area. Notable major rivers and creeks include the Kansas River, Big Blue River, Wildcat Creek, and CiCo Tributary. Major lakes and ponds include Lake Elbo, River Pond, and Pottawatomie County State Lake, with Tuttle Creek Reservoir abutting the Planning Area..
- Mapped flood zones delineate where flooding is most likely to occur, but flooding may occur in other low-lying areas of the community as well.



Map 7: Planning Area Water Resources



ISSUES AND OPPORTUNITIES

FLOOD HAZARDS

Flood hazard maps, also known as Flood Insurance Rate Maps (FIRMs), are important tools in the effort to protect lives and properties in Manhattan and surrounding communities. By showing the extent to which local areas are at risk for flooding, flood maps help business owners and residents make more informed decisions about protecting their property and financial stability. All FIRMs within the Planning Area are in the process of being updated. While maps are one tool to document flooding potential, many low-lying areas of the community that are not shown on the maps may also be at risk of flooding due to the area's topography and proximity to water resources.

NATURAL HABITAT AND SPECIES

Source: Konza Prairie Biological Station, US Fish and Wildlife Service, Kansas Natural Heritage Inventory.

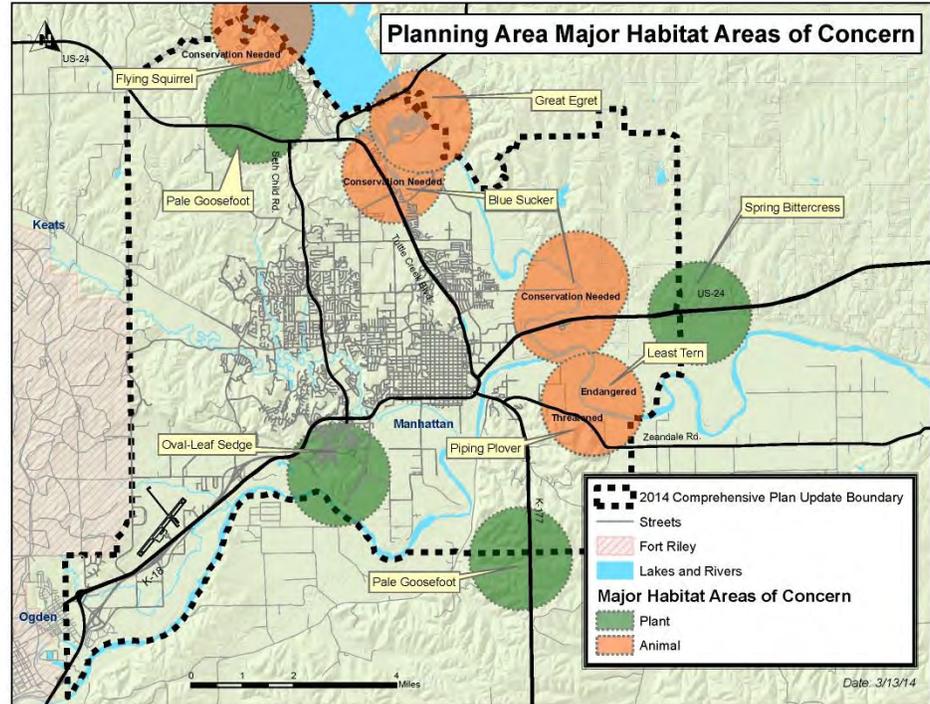
- South of Manhattan, the Konza Prairie Biological Station is a 13.5 square mile preserve of native tallgrass prairie jointly owned by The Nature Conservancy and Kansas State University. The majority of the prairie has not been disturbed for cultivation, and thus supports a wide variety of plant and animal life.
- At the federal level, eleven area species are listed as threatened and endangered, or are candidates for listing: these include the American burying beetle, piping plover, Topeka shiner, least tern, whooping crane, Neosho madtom, western prairie-fringed orchid, Arkansas River shiner, and the Arkansas darter; Neosho mucket, rabbitsfoot (candidates for listing).

ISSUES AND OPPORTUNITIES

MAJOR WEATHER HAZARDS

- **Flash flooding** in the Planning Area is common due to the community's location near several major waterways. Major flooding events in the community's history included 1903 and 1908, the Great Flood of 1951 and the Great Flood of 1993.
- **Ice storms** are a problem, as warm air overrides persistent cold at the surface. The most recent ice storm was in December 2007, in which 16,000 customers in Manhattan and surrounding areas were without power. Shelters were setup in Fort Riley and Manhattan to accommodate those left without power, and at least 1,000 power poles were broken in the City and surrounding area.
- Kansas is located in a part of the country where **tornadoes frequently occur**. Nine tornadoes touched down in Riley County in the last 20 years. An F-4 tornado touched down in Manhattan in June 2008 and caused major damage to portions of the community. Damage estimates from the 2008 tornado exceeded \$71 million.

Map 8: Major Habitat Areas of Concern



URBAN FORESTRY

Source: City of Manhattan Parks and Recreation Department.

- The City of Manhattan's Forestry Section of the Parks and Recreation Department is responsible for the planting and maintenance of trees located within the rights-of-way of City streets and on all City properties.
- For the past 36 years, the forestry program has earned the "Tree City USA" designation awarded by the National Arbor Day Foundation to cities that demonstrate a serious commitment to urban forestry.
- Each year the City purchases approximately 150 trees to be planted on the City street rights-of-way.

AGRICULTURE

Source: City of Manhattan Planning Division.

Approximately 27,842 acres (43.5 square miles) within the Planning Area are used for agricultural purposes. Major agricultural products in the area include wheat, soybeans, forage, sorghum, and corn. Grazing or range land is also a major agricultural use in the Planning Area.

CLIMATE AND MAJOR WEATHER EVENTS

Sources: weatherspark.com, Mary Knapp (state climatologist at Kansas State University), City of Manhattan Planning Division.

The Planning Area's climate is characterized generally by hot, humid summers, and cold, dry winters. The region receives approximately 35 inches of precipitation each year, most of which comes in the form of rain between the months of April and September.

LAND USE & GROWTH MANAGEMENT

CURRENT LAND USE

Source: City of Manhattan Planning Division.

- As illustrated on the Existing Land Use Map, the predominant land use across the entire Planning Area is agriculture (52.1%). Other major land uses in the Planning Area include University (9.6%), Residential Low Density (9.14%), Rural Residential (8.93%), and Parks and Recreation (6.63%).
- Approximately 1,426 acres in the Planning Area are platted lots that are currently undeveloped.



Figure 22: Current Land Use, 2014

Land Use Category	Planning Area	
	Acres	%
Agriculture	27,842	52.10%
Central Business Commercial	111	0.21%
Community Commercial	801	1.50%
Industrial	1,057	1.98%
Institutional	439	0.82%
University	5,130	9.60%
Neighborhood Commercial	37	0.07%
Office-Research Park	232	0.43%
Open Space	854	1.60%
Public	1,380	2.58%
Parks and Recreation	3,544	6.63%
Residential High Density	341	0.64%
Residential Low Density	4,883	9.14%
Residential Medium Density	344	0.64%
Rural Residential	4,771	8.93%
Schools	186	0.35%
Utilities	62	0.12%
Vacant Platted Lots	1,426	2.67%
TOTAL	53,440	100%

ISSUES AND OPPORTUNITIES

RESIDENTIAL LAND SUPPLY

If current rates of development continue, by 2035 the Planning Area could be running out of new greenfield areas for residential development. Increased development pressure on existing pockets of undeveloped land is likely, especially in close-in areas that have existing or easy access to utility infrastructure.

REINVESTMENT AND REDEVELOPMENT

The success of recent downtown redevelopment efforts in the South End (Entertainment District) and North End (Manhattan Marketplace) have led to increased interest in living, working, and playing in this vibrant area. Reinvestment and redevelopment activity is likely to continue in the downtown area, as well as other highly populated and visited areas of the community (such as Aggieville), as changing preferences drive demand for more urban lifestyles.

OWNERSHIP

Source: City of Manhattan Planning Division.

- The Generalized Ownership Map shows public and private land ownership across the Planning Area. More than three-quarters of land (77.81%) in the Planning Area is privately owned.
- In the City of Manhattan, approximately two-thirds (67.91%) of land is privately owned, and one fifth (20.87%) is publicly owned.
- Kansas State University (KSU) and the KSU Foundation are major land holders, together owning more than 11% of land in the Planning Area and the City of Manhattan.

Figure 23: Land Ownership, 2014

Owner	Planning Area		City of Manhattan	
	Acres	%	Acres	%
KSU	5,548	10.38%	1,076	10.75%
KSU Foundation	955	1.79%	47	0.47%
Private	41,607	77.81%	6,796	67.91%
Public	5,361	10.03%	2,088	20.87%
TOTAL	53,472	100%	10,007	100%

ZONING

- The Zoning Map shows the City and County zoning districts. More than 15 square miles (7,601 acres or 62.88%) of land within the City of Manhattan is zoned for residential purposes (R districts).
- Commercial zoning (C districts) encompasses approximately 6.03% of the City (729 acres), and industrial zoning (I districts) encompass approximately 7.87% of the City (951 acres).
- For properties within the Planning Area but outside of the Manhattan City Limits, the predominant zoning district is agriculture in both Pottawatomie County (82.47%) and Riley County (82.0%).

Figure 24: City of Manhattan Zoning, 2014

Zoning District	City of Manhattan	
	Acres	%
Airport Overlay (Airport)	679	5.61%
C-1, Restricted Business	184	1.52%
C-2, Neighborhood Shopping	88	0.73%
C-3, Aggieville Business	26	0.21%
C-4, Central Business	93	0.77%
C-5, Highway Service Commercial	327	2.70%
C-6, Highway Commercial	11	0.09%
I-2, Industrial Park	395	3.27%
I-3, Light Industrial	281	2.33%
I-4, Heavy Industrial	30	0.24%
I-5, Business Park	245	2.02%
LM-SC, Light Manufacturing & Service Commercial	129	1.07%
PUD, Planned Unit Development	1,022	8.45%
R, Single-Family Residential	3,303	27.32%
R-1, Single-Family Residential	2,129	17.61%
R-2, Two-Family Residential	591	4.89%
R-3, Multi-Family Residential	534	4.41%
R-4, General Residential	1	0.01%
R-5, Manufactured Home Park	231	1.91%
R-M, Four-Family Residential	204	1.68%
R-S, Single-Family Suburban Residential	608	5.03%
U, University	980	8.10%
TOTAL	12,089	100%

Figure 25: Pottawatomie County Zoning, 2012

Zoning District	Pottawatomie County	
	Acres	%
Ag-Business	49	0.48%
Ag-Residential	191	1.89%
Agriculture	8,323	82.47%
General Manufacturing	6	0.06%
General Service	20	0.20%
Heavy Exclusive Manufacturing	17	0.16%
Highway Commercial	199	1.98%
Light Manufacturing	17	0.17%
Mobile Home Park	18	0.17%
Overlay	17	0.17%
Planned Commercial	59	0.59%
Planned Unit Develop	173	1.72%
Planned Unit Rural District	12	0.12%
Single Family Residential	927	9.18%
Two Family Residential	64	0.63%
TOTAL	10,091	100%

Figure 26: Riley County Zoning, 2014

Zoning District	Riley County	
	Acres	%
Agricultural District	26,960	82.00%
APUD	1	0.00%
CPUD	33	0.10%
General Business	7	0.02%
Heavy Industrial	167	0.51%
Highway Business	377	1.15%
Industrial Park	8	0.02%
IPUD	8	0.02%
Light Industrial	87	0.27%
Mobile Home Park	14	0.04%
Noise Hazard	215	0.65%
RPUD	564	1.72%
Single Family Residential	2,367	7.20%
Two Family Residential	4	0.01%
University	2,068	6.29%
TOTAL	32,878	100%

DEVELOPMENT CONSTRAINTS

Source: City of Manhattan Planning Division.

- The Development Constraints Map shows various natural constraints to development across the Planning Area such as floodplains, flood-prone areas, and steep slopes.

ISSUES AND OPPORTUNITIES

INFILL AND REDEVELOPMENT

Future growth in the Planning Area will be accommodated through a combination of greenfield development and infill and redevelopment—reflecting inherent variation in market demand, land and infrastructure availability, development costs, and consumer preferences. The development potential analysis at right provides context with regard to the amount of undeveloped greenfield land identified in the 2003 Plan that is in the Planning Area. Potential infill and redevelopment opportunities will be analyzed during Phase 3 of the process.

A variety of factors may be used to help identify potential infill and redevelopment opportunities for consideration:

- Potentially underutilized nature of property (e.g., low improvement to land value ratio, vacant buildings, significant disinvestment);
- Underlying zoning is inconsistent with built pattern (e.g., property is zoned for higher intensity uses than currently exist)
- Location of property (e.g., along a major travel corridor or within an existing Redevelopment District);
- Relocation or planned relocation of a major use;
- Reserve infrastructure capacity;
- Consolidated parcels/unified ownership; and
- High percentage of rental vs. owner-occupied units.

- Other constraints to development illustrated on the map include noise exposure areas and safety hazards associated with the Manhattan Regional Airport and Fort Riley. The Airport Overlay Zoning District covers approximately 679 acres in the City of Manhattan.
- Lack of existing and/or feasibility of future urban services also limit development potential in some portions of the Planning Area.

DEVELOPMENT POTENTIAL

Non-Residential

- The Land Absorption and Availability Map identifies vacant land that is zoned for commercial and industrial purposes.
- There are approximately 225 acres of vacant land zoned for commercial uses, and 260 acres of vacant land zoned for industrial purposes within the Planning Area.

Residential

- The Land Absorption and Availability Map also illustrates land that is used, designated, or platted for residential purposes and the amount of residential land that has been absorbed since the 2003 Comprehensive Plan.
- In 2003, the Planning Area included 4,032 acres of developed residential land and designated another 4,146 acres for future residential development.
- Since that time, approximately 92 acres of residential land have developed per year, leaving approximately 3,320 acres remaining designated for future residential development (2,224 acres after development inefficiencies such as right-of-way dedication, infrastructure needs and other constraints are excluded).
- Based on historic absorption rates, this current supply of land designated for residential development could last between 17 and 24 years, assuming these previously designated growth areas are available for development.

Figure 27: Developed and Remaining Growth Areas for Residential Development

Land Use Status	Land Area (Acres)
2003 LAND DESIGNATIONS	
2003 Developed Residential Core	4,032
Designated and/or Platted Future Residential Land (Comprehensive Plan)	4,138
CURRENT LAND USE AND LAND ABSORPTION	
Absorbed Residential Land; 2003 to Current	842
Average Absorption Rate Per Year; 2003 to 2012	84
Total Remaining Land	3,296
Less 33% Allocation for Infrastructure	2,208
FUTURE RESIDENTIAL LAND CAPACITY	
2003 to 2012 Observed Rates	Approx. 26 years
Maximum Comprehensive Plan Rate (130 Acres Per Year)	Approx. 17 years
PROJECTED LAND REMAINING BY 2020	
2003 to 2012 Observed Rates	1,535
Maximum Comprehensive Plan Rate (130 Acres Per Year)	1,168

UTILITY SERVICES

Sources: City of Manhattan Public Works Utilities Division, Gateway to Manhattan Plan, Olsson Associates.

WATER SERVICE

City of Manhattan

- The source of water for the City of Manhattan is groundwater. The City uses 20 vertical wells in 3 different wellfields, primarily located along the Big Blue River, in both Riley and Pottawatomie Counties. The wellfields have a combined theoretical capacity of 30.7 million gallons per day (MGD) and an actual capacity of 26.7 MGD with 2.6 billion gallons of water rights.
- The City has six water storage tanks with a capacity of 4.6 million gallons, and one Water Treatment Plant with a capacity of 30 MGD.
- The City of Manhattan maintains approximately 276 miles of water distribution mains and 5.4 miles of raw water mains.
- The water distribution system is currently limited to 23 million gallons, which creates some potential future service issues to the northwest of the community.

Counties

- **Riley County Rural Water District #1** serves portions of Riley County located within the Planning Area, as well as a much larger service area extending northward generally along the west side of Tuttle Creek Lake. In 2010, the City and County completed a water service agreement for provision of pressurized water service to the State Highway K-177 corridor through the existing Konza Water distribution system.
- **Pottawatomie County Rural Water District #1** serves portions of Pottawatomie County located within the Planning Area, as well as a much larger area beyond the Planning Area. To accommodate anticipated growth within the Planning Area, an Interlocal Agreement with the City of Manhattan was put in place in 2013 to provide for City water service to an Incremental Service Area (Blue Township Growth Area). Per the agreement, the City holds the first right of negotiation to supply water service for any new customer and the District retains their right to supply water service for existing customers. Infrastructure improvements needed to provide this water service are currently in the planning stages.
- **Pottawatomie County** provides water service to the Timbercreek Subdivision as a separate County-owned and operated water district.

SEWER SERVICE

City of Manhattan

- Sewer service within the City is provided by the City of Manhattan. The City's Wastewater Treatment Plant has a capacity of 11.7 MGD. The plant uses an activated sludge treatment process with advanced biological nutrient removal, aerobic digestion sludge treatment with land application of treated biosolids.
- The City owns and maintains 1.27 million feet of gravity mains, 72,132 feet of force mains, 34,057 feet of discharge piping, and 3,054 feet of biosolids pipeline. Private gravity mains stretch 8,046 feet, and 58,679 feet of wastewater service lines are dead or abandoned.



ISSUES AND OPPORTUNITIES

EMERGING GROWTH AREAS

Growth in unincorporated areas of the Planning Area will require extension of existing or new utility services. Key considerations include determining who will provide services, which development standards will apply, and where major investments should be located to support desired land use patterns.

INFRASTRUCTURE FUNDING

Each entity within the Planning Area has its own policies and strategies for funding the construction and maintenance of infrastructure. While some service agreements are already in place, ongoing coordination is needed to improve clarity about how infrastructure will be developed, upgraded and maintained in the Planning Area in the future—particularly within emerging growth areas.

AGING SEPTIC SYSTEMS

As existing septic systems in portions of the Planning Area age and fail, long-term solutions for wastewater will need to be evaluated.



ISSUES AND OPPORTUNITIES

SYSTEM CAPACITY

Demand for higher-density infill and redevelopment is increasing along with accompanying demand on water and sewer services, particularly near K-State. To support significant additional intensification, system expansion may be required. Initial studies are underway, but ongoing coordination is needed to ensure existing and planned service levels are aligned with future land use plans.

In addition to considerations in the core area of the City, system capacity in the west and northwest portions of the Planning Area and the capacity of existing systems in unincorporated portions of the Planning Area will need to be explored as part of the process.

GATEWAY TO MANHATTAN

Recent investment in infrastructure in the Gateway to Manhattan Area (k-177 corridor) and ongoing coordination with regard to utilities will support future growth opportunities in this area.

Counties

- **Pottawatomie County:** Blue Township Sanitary Sewer District serves portions of Pottawatomie County located in the Planning Area. Treatment is provided per agreement by the City of Manhattan. The remainder of the Pottawatomie County portion of the Planning Area is served by individual treatment, using a combination of septic tanks/lateral fields, alternative systems and lagoons.
- **Riley County:** Portions of Riley County located within the Planning Area are served by individual treatment, using a combination of septic tanks/lateral fields, alternative systems and lagoons. In 2009, the City and County entered into a cooperative agreement to provide sanitary sewer service to the State Highway K-177 corridor and a sanitary sewer main was constructed to a point approximately one mile south of the Kansas River Bridge. The sanitary sewer main will serve parcels as existing on-site systems fail and when new development projects occur in the corridor.

STORMWATER MANAGEMENT

- The City of Manhattan has a system of storm drains and ditches to collect stormwater runoff and discharge it to area rivers. Major drainage basins in the Urban Area include: Downtown East, Downtown West, Northview, Blue Hills, Virginia-Nevada, CICO Park, Little Kitten Creek, Rolling Hills, Wildcat Southwest, Wildcat Southeast, North, Stadium, and Eureka Valley.
- Three major flood plains bisect the Urban Area: the Kansas River, Blue River, and Wildcat Creek.
- The City's **Stormwater Quality Improvement Plan** is in place to improve stormwater quality in the community and comply with National Pollutant Discharge Elimination System (NPDES) requirements. A key component of the plan is public education about protecting the water supply and reducing pollutants that collect in runoff. The City has adopted a Best Management Practice (BMP) Manual for pre- and post- construction.

SOLID WASTE DISPOSAL

- **Disposal Services:** Waste disposal services are offered by numerous private sector providers.
- **Solid Waste Transfer:** Riley County operates a solid waste transfer station on the south side of the City of Manhattan. The Riley County Transfer Station transferred 4,866 tons of municipal solid waste in 2013. The 2013 Annual Recycling report states that 749,160 pounds of glass, steel cans and plastic were recycled.
- **Recycling:** Fee-based curbside recycling services are currently provided by Howie's Recycling and Trash in addition to free on-site recycling. Pottawatomie County operates several drop-off recycling sites throughout the County. The K-State Recycling Program is coordinated through the Division of Facilities. A new K-State Recycling Center opened in the former Wind Erosion Research building, and as of spring 2013, K-State offers a single-stream recycling system.

OTHER UTILITIES

- **Electric and Gas:** Electric service is provided to the Manhattan Urban Area by Westar Energy and gas service is provided by Kansas Gas Service.
- **Cable and Telecommunications:** Many options exist for cable and telecommunications providers in the area including but not limited to Cox Communications, AT&T, Birch Telecom, Sage Telecom, and Sprint.

MOBILITY & TRANSPORTATION

Sources: City of Manhattan Public Works Department, HDR Inc., Manhattan Regional Airport.

ROADWAYS

- **Existing System:** There are 355 miles of roads within the City of Manhattan. The Functional Classifications of these roadways (categorization tied to federal funding) were recently updated in conjunction with the Flint Hills Metropolitan Planning Organization (FHMPO)— see Map .
- **Traffic Volumes:** FHMPO is currently developing a travel demand model to forecast traffic volumes on the region’s roadways and highways. When completed, the model will be a tool to support land-use and transportation planning for the region.
- **Safety:** During the five-year period from 2009 to 2013, there were 5,046 reported crashes. Of those, 6 involved fatalities and 1,052 involved injuries.
- **ITS:** Manhattan has a new Traffic Operations Facility (MTOF) with an Intelligent Transportation Systems (ITS) Control Center. It was completed in June 2012. Manhattan’s ITS system includes point-to-point communications networks, fiber optic networks, Advanced Traffic Signal (ATC) controllers, fixed CCTV cameras, PTZ cameras, Road Weather Information Systems (RWIS), and specialized server and control software for all devices.
- **Access Management:** The 2000 Manhattan Area Transportation Strategy (MATS) included some suggested standards for median openings, driveway/street spacing, and turn lanes to balance access and mobility on the area’s streets. These guidelines are under review and will be revisited as part of this Plan with the goal of reflecting current practice as well as Manhattan’s specific needs.
- **Complete Streets:** Manhattan continues to make an effort to design streets to be friendlier for bicyclists and pedestrians. The “Complete Streets” movement seeks to design transportation facilities that accommodate the needs of all users, regardless of travel mode. These philosophies will become more explicit as the MATS Plan is updated.
- **Recommendations of Recent Studies:** Several recent corridor and area studies have recommended transportation improvements within the Planning Area.

Eureka Valley – Highway K-18 Corridor Plan

- ✓ Create a collector street network to enhance access and promote economic development in the Eureka Valley area.
- ✓ Investigate designation of Highway K-18 as an I-70 business loop.

US-24 Corridor Management Plan

- ✓ Near-term improvement projects include: widening of US-24 along certain segments, intersection geometric improvements, consolidation of median openings, improving signal timings, improving pedestrian and bicycle provisions, and better speed enforcement.
- ✓ Long-term improvement projects include: extension of and improvements to cross-streets providing access to US-24 (including new interchanges), installing traffic signals or other improved traffic controls, and widening US-24.



ISSUES AND OPPORTUNITIES

SAFETY

KDOT and local agencies continue to improve transportation system safety. However, as the system demands continue to increase, additional improvements will be required. These demands include higher auto, truck, bike, and pedestrian traffic. The public’s expectations of the system with regard to safety are also very high. The responsible public agencies will need to continue to identify and implement spot safety improvements as well as system-wide enhancements to meet the safety needs in the community.

HIGHWAY CAPACITY

The highway system in the Planning Area has improved and expanded since 2000 when the last transportation plan was developed. However, the demands on the highway system have increased due to new development and the growth of K-State. This has resulted in traffic capacity needs in the core as well as the need for improved roads in surrounding areas and corridors. It is essential that the long-term highway system demands and needs be identified. Then approaches for meeting those needs can be developed.

ISSUES AND OPPORTUNITIES

CONNECTIVITY

Connectivity has been a theme in Manhattan with efforts made to link people and places around the Planning Area. However, there are still improvements needed. Some of these are major new roadway connections (east-west, north-south, or even river crossings) while others are needed sidewalk, bike lane, trail, and transit linkages. One roadway connection being explored is the Marlatt/Junietta Extension, an alternate route connecting Highway 24 in Pottawatomie County to Tuttle Creek Boulevard in Riley County. With the core system in place, the challenge is to identify, prioritize, and implement new connections. It is also important to tie in new developments as they occur. Planning regulations and guidelines can be reviewed to make sure they promote connectivity for these new developments.

BICYCLE/PEDESTRIAN SYSTEM

Bicycle and pedestrian facilities are of great importance to many residents and employees in the Planning Area. The system of sidewalks, trails, bike lanes, and other similar facilities has grown, but the demands and expectations of the system have also grown. The opportunities are great given the push by K-State and others to promote these modes on campus and throughout the community. The challenges are also significant and include competing demands for right-of-way, pavement width, and funding. However, the needs of pedestrians and bicyclists are increasingly being taken into account in project planning and design as well as with stand-alone bike/pedestrian projects. It is important for the community that these efforts continue.

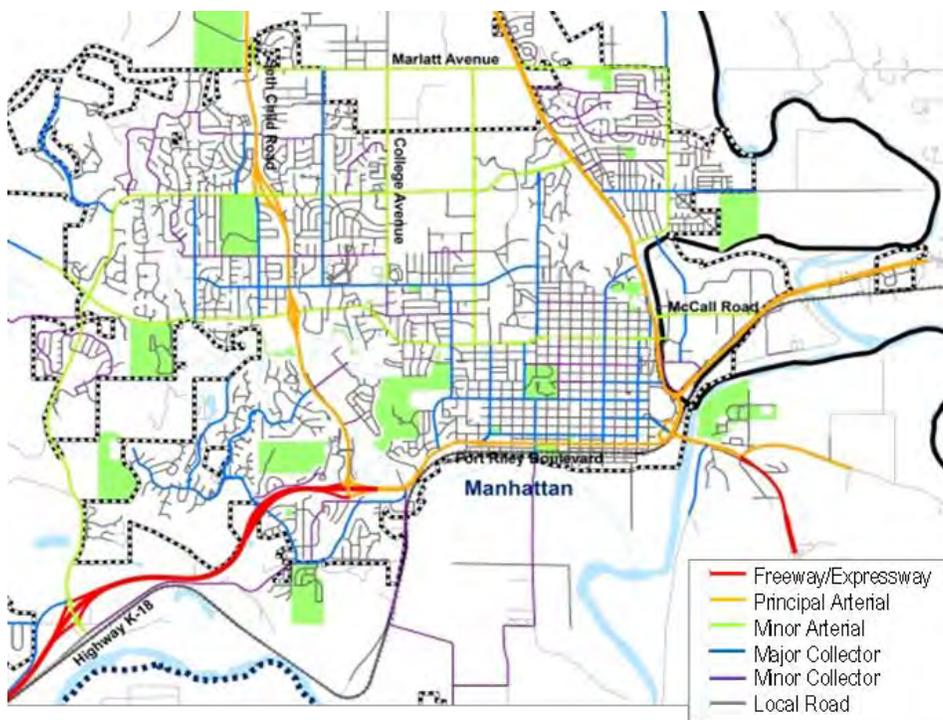
Gateway to Manhattan Plan

- ✓ Promote multi-modal connectivity along and across the K-177 corridor. Develop a sidewalk and multi-modal trail network map and work with KDOT to provide the necessary infrastructure improvements.
- ✓ Reserve right-of-way for a frontage road from Stadel Road southward to Johnson Road, continuing towards Lafayette Drive.

National Bio and Agro-Defense Facility Draft Environmental Impact Statement

- ✓ Recommended improvements to the Denison Avenue corridor include modification to a three-lane section for the length of the corridor, reconstruction of pavement from Claflin Road to Kimball Avenue, and intersection improvements at Anderson Avenue, Claflin Road, Jardine Road, and Kimball Avenue.

Map 9: Functional Classification

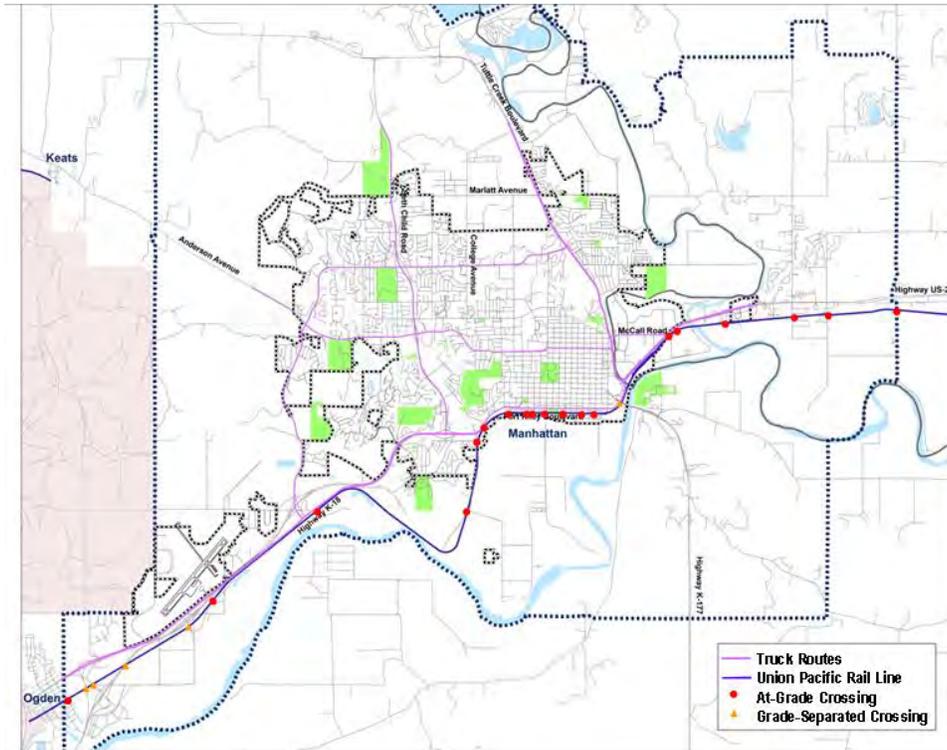


FREIGHT NETWORK

- **Existing System:** There are 45 miles of truck routes in Manhattan (see Map). There are also approximately 20 miles of Union Pacific rail track within the Planning Area.
- **Existing Usage:** K-18, one of the higher-volume freight-carrying facilities in the region, carries approximately 1,060 trucks per day. In comparison, I-70 to the south carries about 3,500-4,000 trucks per day.
- **Freight Generators:** There are several significant existing (and planned) freight generators in the Planning Area. These are being inventoried as part of the Comprehensive Plan and will be used in recommending future directions for freight-related transportation planning.

- **Safety:** There are currently 5 grade-separated crossings and 19 at-grade crossings within the Planning Area. Safety improvements for at-grade crossings, such as Quiet Zones or additional grade separations, are a consideration for the planning efforts.

Map 10: Freight Network

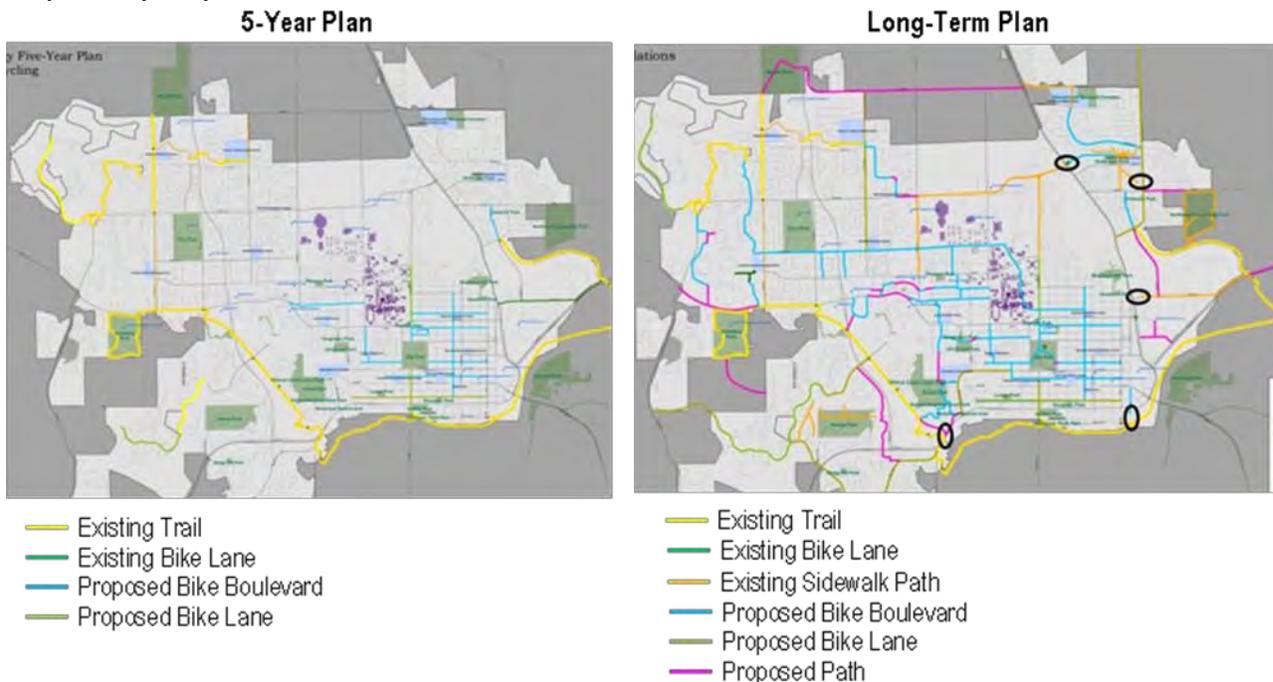


BICYCLE NETWORK

- **Existing System:** There are 8 miles of bike facilities in the Planning Area, including four miles of bike lanes and four miles of bike boulevards. There are 585 bike racks in the Planning Area with a total capacity of 6,329.
- **System Plans:** The City is midway through a five-year plan to construct and implement two new miles of bike lanes and 4.5 miles of new bike boulevards. The total cost for implementation of the 5-year plan is \$202,500. Longer-term plans call for another 10 miles of bike lanes and 11 miles of bike boulevards by the year 2025. Map illustrates these plans. The City has a Bicycle Advisory Committee that helps plan and monitor bicycle system improvements. K-State is considering implementation of a Bike Share program and a bicycle incentives program.
- **System Performance:** In May 2012, Manhattan was named a Bronze Level Bicycle Friendly Community by the League of American Bicyclists.
- **Users:** A 2008 survey on bicycle use in Manhattan found that:
 - ✓ 63% of respondents ride a bicycle or have a member of their household that rides a bicycle. Of those, reportedly 54% ride more than once per week (21% ride daily).
 - ✓ When asked what activities they ride a bicycle for, recreation/exercise was cited the most frequently, by 96% of respondents who ride. Another activity with a relatively high response rate was commuting to work or school, with 66% of people who ride responding.

- ✓ Respondents were also asked to provide reasons that prevent them from bicycling more often. The most common response was lack of trails or bikeways (98%), followed by safety concerns (84%) and too much automobile traffic (62%).
- Another survey specific to KSU students and employees was conducted in 2011, and nearly half of respondents indicated that they ride a bicycle at least once a week.

Map 11: Bicycle System Plans

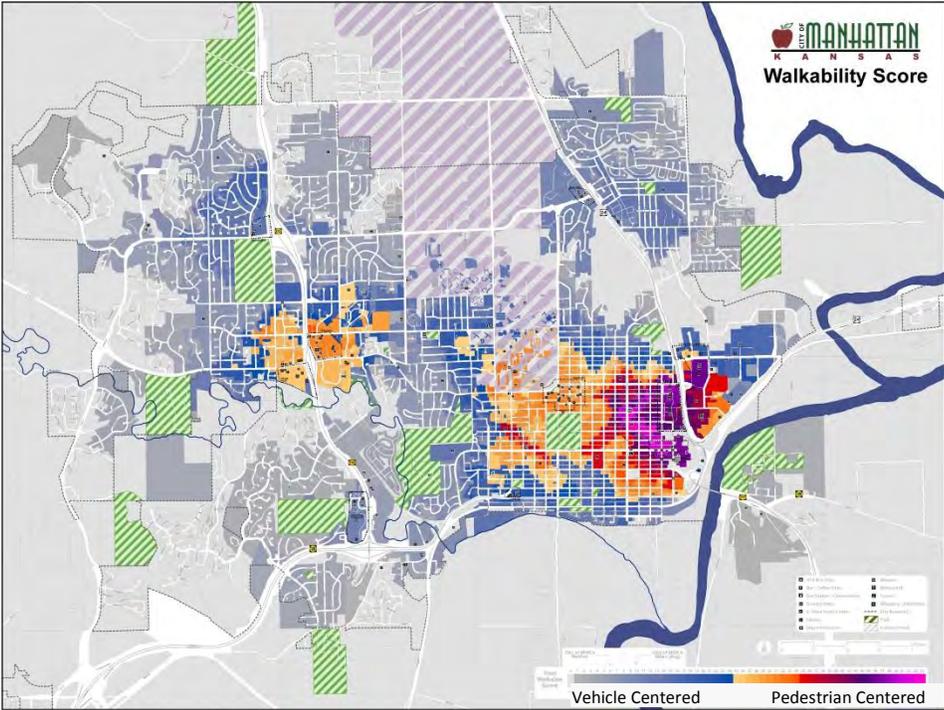


PEDESTRIAN NETWORK

- **Existing System:** Within Manhattan, there are 202 miles of sidewalk and there are nearly 35 miles of trails throughout the Planning Area.
- **Safety:** The City of Manhattan is conducting a Safe Routes to School study, and the findings of this study will be incorporated into the Comprehensive Plan effort.
- **System Plans:** The largest pedestrian initiative in the area is on the K-State campus. The K-State Master Plan envisions an expanded pedestrian zone, in which portions of Claflin Road, Mid-Campus Drive, and N. 17th Street are converted to Limited Access Drives, creating a larger protected area for pedestrians on campus. Several new sidewalks are included in the City’s Capital Improvements Program (CIP), largely funded by the University.
- **System Performance:** The City of Manhattan has conducted preliminary pedestrian connectivity and walkability analyses (excluding the K-State campus). The Downtown and Aggieville areas are the most walkable and connected areas of the City, as Map illustrates. Connectivity to major activity centers is an issue, and a number of missing sidewalk sections have been identified. Pedestrian connectivity along major arterial corridors, which are often built and maintained by the state, is also a critical issue.

- System Maintenance:** As with many cities, sidewalk maintenance is a key issue in Manhattan. The City typically has a \$50,000 line item in its CIP for sidewalks. State statutes place the responsibility for sidewalk maintenance on the property owner, and the City sends notification to property owners when inspectors determine repairs are necessary. In historic neighborhoods, the preservation and restoration of brick sidewalks is encouraged by the Historic Resources Board.

Map 12: Walkability Score



TRANSIT SERVICE

- Existing System:** The Flint Hills Area Transportation Agency (FHATA) operates both fixed-route service (initiated in 2012) and demand response service.
 - ✓ The fixed-route services operates a “school in” schedule during the days in which KSU is in session, and a “school out” schedule when KSU classes are not in session. Three of the five total fixed routes do not operate at all under the “school out” schedule. The remaining two routes are still offered in a more limited capacity. Map illustrates the fixed routes.
 - ✓ The demand-response service operates from 7:00 a.m. to 5:00 p.m., Monday thru Friday.
- System Usage:** In FY 2012-2013, a total of 246,097 rides were provided. The ridership increase during that year was 170%.
- Users:** Kansas State University is the number one trip generator for FHATA in Manhattan.
- System Plans:** FHATA is currently working with KDOT to develop a longer range regional plan, working with Kansas State University to develop future planning for transit on campus, and looking forward to the planning process that will be undertaken with the Metropolitan Transportation Plan (MTP) for the MPO. Options being investigated include extending evening hours to 10:00 p.m., adding Sunday

ISSUES AND OPPORTUNITIES

TRANSIT SYSTEM AND SERVICE

The community has made great progress in providing transportation options and in developing an effective transit system. There is now a core system serving K-State and much of central Manhattan. There continue, however, to be unmet transit needs within the community. It is important that these unmet needs be identified, prioritized, and addressed. One of the primary challenges of implementing new or expanded service will be the need for new or larger funding sources and mechanisms. It is also critical that the current service be maintained and its ridership maximized.

PARKING

Parking management has been and continues to be an important issue in the core areas, specifically in Aggieville, downtown, and around the campus. Improved parking management and regulations could be beneficial to the businesses and residents in the key affected areas. Documenting issues and then developing tailored solutions is important in these locations.

service, extending service to key destinations such as Manhattan Regional Airport and Fort Riley, and expanding routes (especially to underserved transit-dependent populations) within the City of Manhattan.

- **Regional Service:** KDOT recently completed a study that recommended restoring Intercity Bus Service (e.g., Greyhound) to the Manhattan area. This service could, via Junction City, connect with existing east-west service along I-70, but was also recommended to connect into the existing north-south Wichita-to-Salina route.

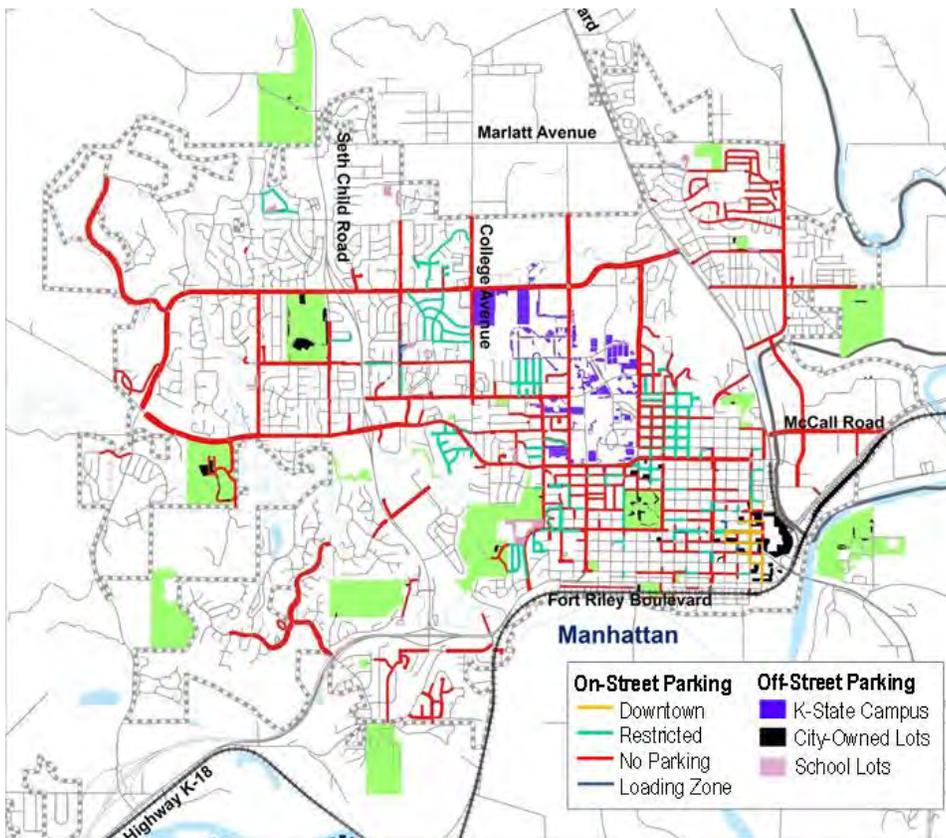
Map 13: Fixed Route Transit, Citywide Routes (above), Jardine Route (Campus, below)



PARKING

- **Supply:** Within the downtown Manhattan area there are 21 blocks of on-street parking available. In other parts of the City, restricted parking is available on certain streets. On the K-State campus there are 125 acres of off-street parking (garage and surface lots). Map shows existing parking in these areas. Parking for residential streets is generally not included in the figure.
- **Usage:** No parking counts are available, but some members of the community have expressed a concern about parking supply in the Downtown and Aggieville areas. This concern is being further investigated as part of the Comprehensive Plan.

Map 14: Parking

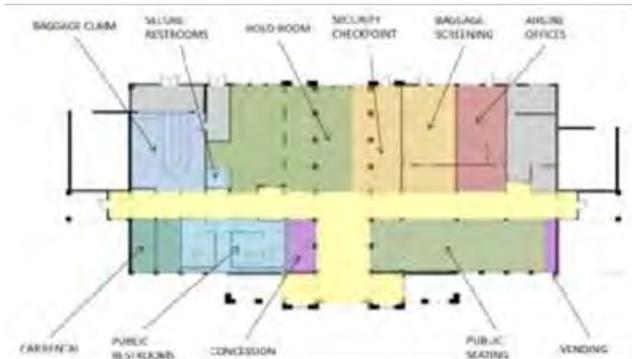


AIRPORT

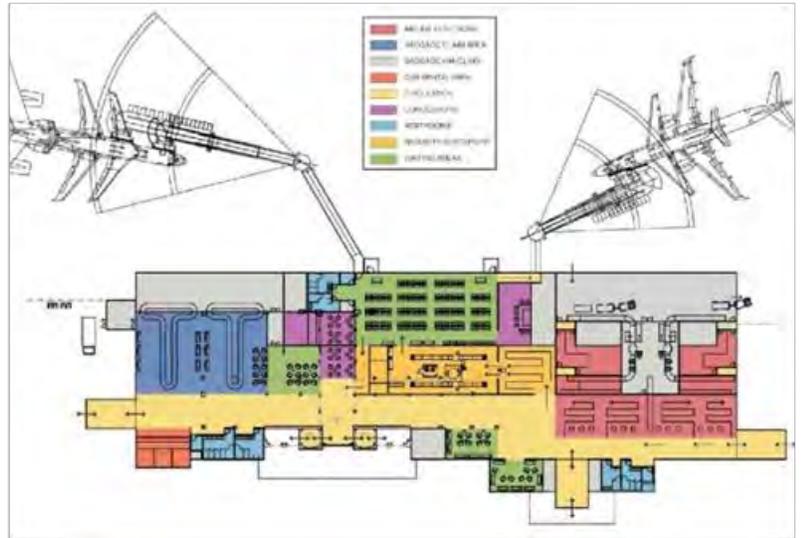
- Existing System:** The Manhattan Regional Airport (MHK) is located in the southwest corner of the Comprehensive Urban Plan boundary and covers 680 acres. MHK currently has two concrete runways with dimensions of 5,000x75 feet and 7,000x150 feet. 49 aircraft hangars are on-site. Rental car facilities are also located on-site.
- Usage:** MHK enplaned approximately 69,000 passengers in 2012. The airport had a total of 23,447 aircraft operations (takeoffs and landings) in 2012: 74% general aviation, 14% scheduled commercial, and 12% military.
- Economic Impact:** MHK is a major generator of economic activity. Economic impacts associated with the airport include 292 jobs, \$7.8 million in payroll, and \$28.4 million in economic output.
- System Plans:** MHK's 2011 Terminal Area Master Plan projects 111,000 annual enplanements in 2030. The terminal is currently undergoing a \$15.8 million expansion project (see Figure) that will increase its size from 12,500 square feet to 42,000 square feet, and will provide two gates, an expanded parking area, and many other enhancements.
- Military Use:** Although MHK does serve some charter operations for Fort Riley, it is not the Fort's official Aerial Port of Embarkation (APOE). Forbes Field in Topeka currently fills that role. Fort Riley has incorporated the improvements necessary to make MHK its APOE into its CIP, but plans for such a transition are still under consideration and no specific timeline has been developed.

Figure 27: Current Terminal Expansion Project

Existing Terminal Layout



Proposed Terminal Layout



PARKS & RECREATION

PARKS AND OPEN SPACE

Sources: City of Manhattan Parks and Recreation Department, National Recreation and Park Association (NRPA) National Database Report 2014.

- **Total Acres of Parkland:** Combined, the City of Manhattan, Riley County, Pottawatomie County, K-State, and USD383 own and maintain 32 parks totaling over 890 acres within the planning area. (See Planning Area Asset Inventory on page 49 for a complete listing and the Community Assets Map for park locations.)
- **Developed Parks:** The City of Manhattan owns and maintains 18 developed parks, totaling over 533 acres, and portions of CiCo Park (89.50 acres) and Triangle Park (0.53 acres). Riley County owns and maintains Fairmont Park (60.39 acres) and portions of CiCo Park, which also includes an area owned and maintained by USD 383.
- **Natural Resource Parks:** The City of Manhattan maintains 6 Natural Resource Parks totaling just over 357 acres. Activities include hiking and mountain biking, wildlife watching, boating (Blue River Access Area), disc golf (Warner Park) and other passive recreation uses. Washington Marlatt Park, which is owned/maintained by Kansas State University, is a Natural Use Park with hiking trails and prairie restoration area. Riley County resource areas include the K-177 scenic overlook, Kansas River Access area, and Rocky Ford.
- **Cemeteries:** The City operates and maintains two municipal cemeteries: Sunset Cemetery (45 acres) and Sunrise Cemetery (80 acres). There are two cemeteries within Blue Township in the Planning area: Valley View Memorial Gardens and Saint Patrick Cemetery.
- **Public Lands:** The planning area also includes public lands, serving a variety of functions, that are owned and maintained by either the City of Manhattan, Riley County, USD 383, Kansas State University, or some combination of these entities.

TRAILS

- **Existing Trails:** Combined, there are nearly 35 miles of trails in the planning area that serve walkers, hikers, joggers, and bicyclists (see the Parks and Trails Map).
 - ✓ **Linear Trail:** this trail extends more than 9 miles across the community. A new trailhead near Richards Drive is planned for 2014.
 - ✓ **Park Trails and Other Community Trails:** The Hudson, Susan B., Grand Mere, Kansas River, McCall Road, and K-State trails and paths, and park trails like those at Anneberg, City, CiCo, Fairmont, Marlatt, Northeast, and Wildcat Linear Parks provide over 25 miles of linkages to the overall network.
 - ✓ **Pottawatomie County:** 1 mile of unpaved trail exists in the Blue Township Growth Area, primarily serving adjacent neighborhoods.
- **Planned/Proposed Trails:**
 - ✓ **Eureka Valley:** The Eureka Valley-Highway K-18 Corridor Plan, adopted in April 2013, identifies an extensive network of conceptual bicycle and pedestrian trails to provide additional opportunities for outdoor enthusiasts to take advantage of the valley's natural assets and provide a linkage between the City of Manhattan and Ogden.
 - ✓ **Knox Lane and Old Blue River Trail:** Two projects have recently been submitted (early 2014) as part of the KDOT Transportation Alternative Grant Program. The



ISSUES AND OPPORTUNITIES

LEVELS OF SERVICE

Based on the 2012 estimated population of 56,069 residents, the planning area offers 15.9 acres of parkland for every 1,000 residents. While this calculation puts the community well above the 2013 national median of 9.1 acres per 1,000 residents provided by NRPA, other factors that contribute to actual levels of service, such as demographics, park proximity to populations, and park equity should be considered when determining future needs.

OPEN SPACE DEDICATION AND ACQUISITION

The 2003 Plan recommended that tools to support dedication and ongoing acquisition and maintenance of parks and open space amenities within the planning area be developed. These recommendations have not been implemented to date and should need to be considered as part of the planning process. While overall levels of service at a community level are more than sufficient, in some portions of the planning area, the amount of parkland has not kept pace with the amount of new development or population growth.



ISSUES AND OPPORTUNITIES

PEDESTRIAN AND BICYCLE ACCESS

While the planning area offers many parks and recreation amenities, not all are conveniently located or easily accessible via walking or bicycling. Non-vehicular access to these amenities is important so that residents of all ages and abilities, such as young kids, parents with strollers, or elderly adults can enjoy them without needing to drive to visit them.

RECREATION DEMAND

Existing recreation facilities in Manhattan are heavily used by residents and recreational and competitive sports leagues. This heavy use is not limited to just City-owned facilities – schools, churches, and private facilities are also in high demand for recreational pursuits. As with park needs, recreational needs will continue to expand as the community grows, and so a strategy is needed to address future recreation facility needs, locations, and funding.

Knox Lane Multi-use Path would link Casement Road to Northeast Community Park. The Old Blue River Trail would connect Casement Road to the McCall Road Multi-use Path.

- ✓ **Miller Ranch / Lee Mill Heights Area:** Conceptual trail planning has been completed for Miller Ranch and Lee Mill Heights, and some easements have been platted with the developments in the area; however, limited trails have been constructed to date.
- ✓ **Linear Trail Extensions:** A planned extension for Linear Trail will follow Casement Road from Hayes Drive to Marlatt Avenue. Additionally, the Linear Trail Phase II plan proposes a complete trail route around the City, as well as a future connection to Tuttle Creek State Park.
- ✓ **WamSagMan Trail:** Some planning efforts have been completed for the WamSagMan Trail to connect Manhattan to Wamego along the Highway 24 corridor. The route will end at the Blue River Access Area with a connection to the Linear Trail.

RECREATION

- **Programmed Facilities:** The City of Manhattan operates numerous recreation facilities including an ice rink, skate park, splash parks, sport courts and fields, three swimming pools, the Douglass Community Recreation Center, the Community House, and various park shelters, plazas and pavilions. The City also operates the Sunset Zoo, Union Pacific Depot, and the Flint Hills Discovery Center. Riley County maintains numerous recreational facilities at Fairmont and CiCo Parks, including a disc golf course, soccer fields, dog parks, and boat ramp.
- **Kansas River Access:** The Kansas River was designated in July 2012 as a National Water Trail by the U.S. Department of Interior. An access point for recreational canoeists and kayakers is located under the K-177 bridge on the east edge of downtown. Potential for an additional access point is being explored by the City and Riley County along the north river bank upstream from the Stagg Hill Golf Course.
- **Blue River Access:** The Big Blue River is a tributary to the larger Kansas River, and an access ramp is available along the Linear Trail just south of US 24.
- **K-State Recreational Services:** K-State provides an extensive array of recreational programs and facilities to serve students, alumni, faculty, staff and dependents.
- **Pottawatomie No. 2 State Lake Recreation Area:** Located within the Pottawatomie County portion of the Planning Area, this 250-acre recreation area and features a fishing lake, camping, and wildlife refuge.
- **Tuttle Creek State Park:** Located north of Manhattan, Tuttle Creek State Park provides boating, fishing, and camping opportunities for surrounding communities.
- **Private Recreation Facilities:** Numerous private recreational facilities are also available within the planning area, including 3 golf courses, the Optimist baseball fields, and a private tennis club.

PLANS AND OVERSIGHT

- The Manhattan Parks and Recreation Strategic Park Plan, adopted in 1999, recommended, among other things, creating an entity to assist in acquiring park land and developing facilities and phased construction of an indoor recreation center with indoor swimming facilities (items yet to be completed). Other major parks planning efforts include the 1992 Comprehensive Parks Master Plan, Needs Assessments in 2000 and 2004, and the 2006 Manhattan Recreation Study. The City Park Master Plan is still in development.

- The Parks and Recreation Advisory Board considers all major proposals and propositions for the construction, reconstruction and improvement of public parks and recreation facilities within the City and makes recommendations on these items to the City Commission.

PLANNING AREA ASSET INVENTORY

The following tables provide an inventory of parks, recreation facilities, special use, and natural resource assets within the planning area. Except where noted, all assets listed are owned and maintained by the City of Manhattan.

Asset	Acres
MINI-PARK	TOTAL: 0.18
Third Street Pocket Park	0.10
Osage Street Pocket Park	0.08
NEIGHBORHOOD PARKS	TOTAL: 51.51
Bluemont Hill	13.35
Colorado Park (Municipal Court)	2.9
Douglass Park	1.53
Girl Scout Park	9.48
Goodnow Park	2.08
Long’s Park	2.70
Northview Park	5.11
Pioneer Park	2.76
Sojourner Truth Park	3.07
Stagg Hill Park	1.98
Sunset Neighborhood Park	6.55
COMMUNITY PARK	TOTAL: 227.33
City Park	44.78
Fairmont Park (City and Riley County)	100.28
Northeast Park	82.27
REGIONAL / LARGE RECREATION / SPORTS	TOTAL: 222.34
CiCo Park (City, Riley County, USD 383)	89.50
Eisenhower Baseball Complex	16.33
Frank Anneberg Park	110.69
Griffith Park	5.82
SPECIAL USE	TOTAL: 31.99
Blue Earth Plaza	1.42
Sunset Zoo	30.04
Triangle Park (City/K-State)	0.53
NATURAL RESOURCE PARK/NATURAL AREA	TOTAL: 365.71
Blue River Access Area	1.61
“Lee Mill Heights” Park	78.66
Jorgenson Park	1.90
K-177 Scenic Overlook (within KDOT right-of-way)	3.8
Kansas River Access near K-177 (within KDOT right-of-way)	3.5
Rocky Ford (Riley County)	1.6
Warner Park	89.04
Washington Marlatt Park (K-State)	150.71
Wildcat Creek Linear Park	34.89
TOTAL ACREAGE	899.06



ISSUES AND OPPORTUNITIES

PLANNED IMPROVEMENT PROJECTS

The City has targeted improvement projects planned for the following locations: Blue River Access Area, CiCo Park, City Park, Douglass Park, Frank Anneberg Park, Goodnow Park, Linear Trail, Long’s Park, Northeast Park, Northview Park, Stagg Hill Park, Sunset Zoo, Triangle Park, and Wildcat Linear Creek Park.

FIELDHOUSE PROJECT

The Fieldhouse Project is a citizen-based initiative led by interested residents in the Manhattan and Wamego communities. It identifies existing recreation needs in the area, and proposes a facility to address some of those needs. If funded and constructed, the proposed facility would be open year-round for local sports activities and would be large enough to host big recreational events and tournaments, to provide an economic boost to the region.

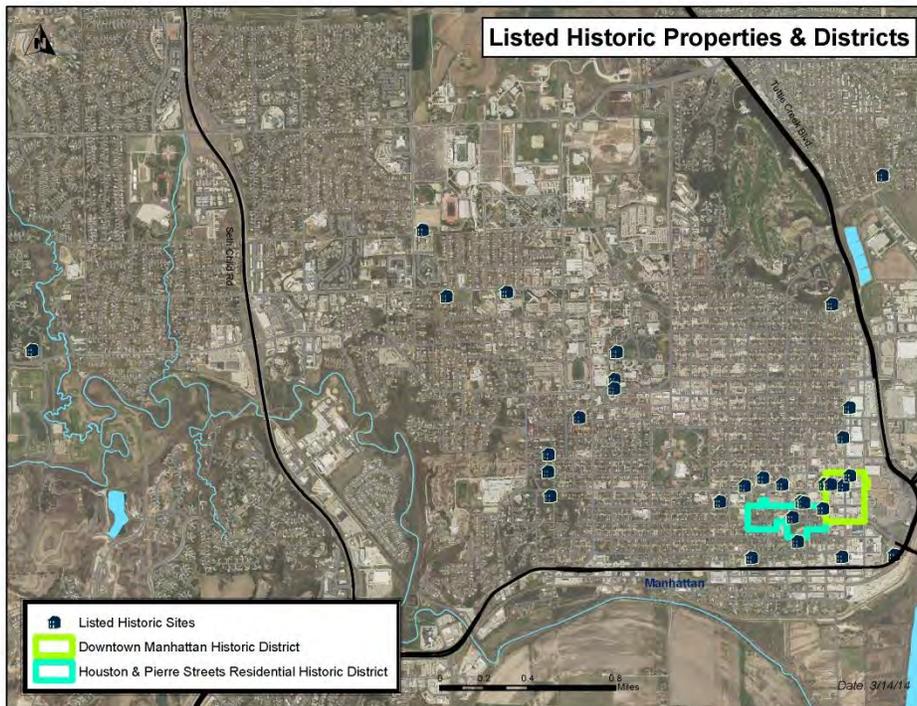
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ARTS, HISTORY & CULTURAL RESOURCES

CULTURAL AND HISTORIC RESOURCES

Sources: City of Manhattan Community Development, National Register of Historic Places, Register of Historic Kansas Place, Kansas Historical Society.

Map 15: Listed Historic Properties and Districts



- Manhattan has more than **30 properties and/or districts** currently listed on the national, state, or local Manhattan register, and many more are eligible for such recognition. Manhattan’s historic districts include the following:
 - ✓ **Downtown Manhattan Historic District:** this six-block area encompasses the community’s historic commercial and civic buildings within the central building district. It was established as a Certified Local Historic District in 1982 and is also listed on the National Register of Historic Places.
 - ✓ **Houston and Pierre Streets Residential Historic District:** this neighborhood area covers approximately four blocks along Pierre and Houston Streets between South 5th Street and South 9th Street. It is a Certified Local Historic District and includes several properties listed on the National Register of Historic Places.
- The **Riley County Historical Society (RCHS)** is a nonprofit that was founded in 1914. The RCHS works with Riley County in support of the Riley County Historical Museum, and the Museum staff administers the RCHS collection and properties.
- Notable historic properties within the Manhattan area in Riley County include the Persons Barn and Granary and the Rocky Ford School.
- There are no historic properties in Pottawatomie County listed on the National or State Registers of Historic Places.



ISSUES AND OPPORTUNITIES

NEIGHBORHOOD STABILITY

An increase in rental conversions, maintenance issues, and infill and redevelopment in historic—but undesignated—core area neighborhoods has resulted in concerns about impacts on neighborhood character and stability.

NON-DESIGNATED OR INELIGIBLE PROPERTIES

A 2003 Cultural Resources Study recommended that a range of tools—including conservation districts—be implemented to promote the stabilization of non-designated or ineligible historic resources. Additional discussion is needed to explore possible applications and implementation of this recommendation.

ADAPTIVE REUSE

Many historic structures in Downtown and Aggieville have been rehabilitated in recent years through adaptive reuse. Demand for space in these locations is high and is anticipated to spur ongoing revitalization efforts.

ISSUES AND OPPORTUNITIES

SELF-SUSTAINING FACILITIES

Most arts and cultural organizations or facilities in the Planning Area today are donation-based and staffed by volunteers. The ability to expand arts and cultural offerings in the community will be limited, unless permanent sources of funding can be secured. In particular, ongoing maintenance needs and operation of facilities can be a challenge for local organizations.

CULTURAL RESOURCES

The City sponsored a survey of Manhattan's African-American cultural resources to identify properties that have significant ties to the African-American community and which may be eligible for the National Register of Historic Places.

CITY ADVISORY BOARDS

- The **Arts and Humanities Advisory Board** works to promote and support arts and humanities in the community through recommendations to the City Commission to incorporate arts and humanities elements into CIP projects or other related activities, programs, and collaborations, and assist with the development of guidelines related to the selection and placement of public art.
- The **Historic Resources Board** works to encourage the preservation, restoration and rehabilitation of historic properties within the city through the designation of Historic Sites, Structures and Districts, to advise the City Commission on matters related to historic preservation, and review projects that may affect designated historic properties.

Applicable Statutes and Ordinances

- The **Kansas Historic Preservation Statute** requires the review of projects that may affect properties listed on either the State or National Register of Historic Places. Such projects are reviewed by the City's Historic Resources Board.
- The City's **historic preservation ordinance** also provides a process for the designation of locally-significant historic structures, sites, and districts.

Archaeological Sites

- The **Manhattan Archaeological Survey**, completed in 2009 by Kansas State University, identifies and evaluates the archaeological resources in areas of potential development.
- More than **130 archaeological sites** or places of past human activity have been identified across the Manhattan Area, including sites ranging in age from approximately 6,000 years ago to less than 100 years old.

ARTS AND CULTURAL FACILITIES AND AMENITIES

Sources: City of Manhattan.

- The Manhattan Area offers many public and private arts and cultural offerings and facilities including the historic Community House, Douglass Center, and City Auditorium. Other major public facilities include the following:
 - ✓ **Flint Hills Discovery Center:** this facility opened in 2012 and is a focal point of the south end redevelopment. It offers a unique tourism and community experience that inspires people to celebrate, explore, and care for the Flint Hills. As of January 31, 2014, the facility has welcomed 124,797 visitors.
 - ✓ **Sunset Zoo:** founded in 1933, this 48-acre park is a cultural and education asset to the community. In 2013, Manhattan's Sunset Zoo welcomed 74,516 guests; a record-breaking year for the 80-year-old park. Additionally, the Zoo serves on average 40,000 community members through educational outreach activities each year. Open 360 days a year, Manhattan's Sunset Zoo is one of 222 institutions accredited nationally by the Association of Zoos and Aquariums (AZA) and home to nearly 200 animals.
 - ✓ **Union Pacific Depot:** the City took ownership of this historic structure in 1990 and has worked with the Manhattan Riley County Preservation Alliance to create partnerships for the structure's rehabilitation and other site improvements. The facility is available for rent as a multi-use facility for exhibitions, conferences, and other events.
- **Public Art Installations** in Manhattan include an iconic sculpture atop the roundabout at 4th and Bluemont, entitled "Peace Offering on the Blue." The Arts and Humanities Advisory Board has proposed creating a database of public art and other significant humanities elements on City of Manhattan public lands.
- **Major community events and festivals** include the Country Stampede, a music festival at Tuttle Creek State Park, Arts in the Park, Juneteenth, Jazz Festival, Purple Power Play in the Park, Thunder Over Manhattan, and several parades each year.
- **Kansas State University** holds community events such as the K-State Open House and Band Day, hosts the McCain Performance Series and Landon Lectures, which bring national and international events and speakers to the community, and is home to the Beach Museum of Art.
- The **Manhattan Arts Center** and private galleries are located in the City.
- **AHA! Manhattan**, the Arts & Humanities Association of Manhattan, is a collaboration of area cultural and nature-based attractions who partner to create community connections through art, humanities, and the natural world.

PUBLIC SAFETY

POLICE

Sources: Riley County Police Department, Pottawatomie County Sheriff's Department, Kansas State University.

Riley County

- The Riley County Police Department (RCPD) is unique in that it is a consolidated law enforcement agency with countywide jurisdiction, serving all of the County's communities (including the City of Manhattan) as well as unincorporated areas.
- RCPD has 205 full-time employees, including 107 sworn officers and 98 civilian employees.
- Major divisions of RCPD include director, administrative, patrol, investigation, support, and corrections, and each division is overseen by a Commander and facilitates day to day operations.
- The Riley County Police Department is located at 1001 S. Seth Child Road, Manhattan (see the Community Assets Map).

Pottawatomie County

- The Pottawatomie County Sheriff's Department serves the unincorporated portions of Pottawatomie County and operates a substation on Green Valley Road. The department has 55 employees, including 27 full-time deputies and 6 part-time deputies.
- Major divisions of Pottawatomie County Sheriff's Department include communications, detention, investigations, patrol, and special programs.

Kansas State University

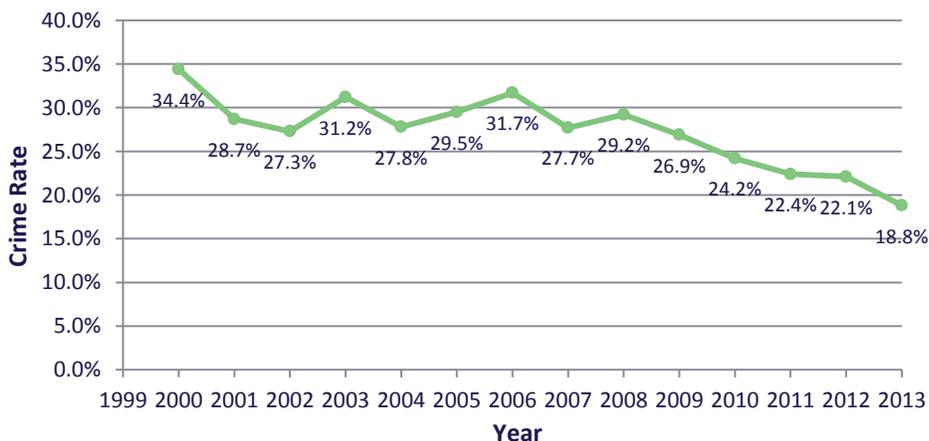
- Kansas State University has its own Police Department that provides safety-related services to the campus. It has 41 employees, including 22 officers, 9 security officers, and 10 administrative staff members.

CRIME

Sources: Riley County Police Department, Kansas State University.

Manhattan Urban Area

Figure 28: Manhattan Urban Area Crime Rate (per 100,000 population)



ISSUES AND OPPORTUNITIES

CAMPUS AREA SAFETY

While most campus area safety concerns are generally related to parties, noise, and other nuisances, some more serious offenses do occur including drug and alcohol violations, burglary, sexual offenses, and assault. Careful consideration of safety-related issues needs to occur as the university and campus area grow and change.

CRIME RATE

Total crime in the urban area has remained relatively constant in the most recent decade, with year-to-year reductions in four of the five years from 2008 to 2013. The crime rate, calculated as the number of crimes per 100,000 population, has seen more significant reductions, dropping from a high of 34.4% in 2000 to 18.8% in 2013.



ISSUES AND OPPORTUNITIES

VOLUNTEER FIRE DEPARTMENTS

Unincorporated portions of the Manhattan Urban Area that fall within both Riley and Pottawatomie Counties rely on volunteer fire protection services. While the services provided are generally adequate, this can be an issue for some types of development and/or their insurance companies, including large national retailers who have specific fire protection and locational standards for new stores. Possible solutions under exploration and/or development include mutual aid agreements with the Manhattan Fire Department, and water service agreements to improve water capacity so that new commercial buildings may have water sprinklers.

Kansas State University Campus

- According to the 2013 Kansas State University Annual Campus Security and Fire Safety Report, burglary is the most common crime reported on campus, with 25 incidents in 2012. Incidents of aggravated assault and forcible sex offenses have also been reported on and near campus in recent years.
- Drug and liquor law arrests and violations are prevalent on the University’s campus, especially in residential facilities.

Figure 29: Kansas State University On-Campus Crime Statistics and Arrests

Reported on Campus	2010	2011	2012
Burglary	25	22	25
Aggravated Assault	3	2	3
Sex Offenses, Forcible	6	7	1
Liquor Law Arrests	62	101	48
Liquor Law Violations (referred for Disciplinary Action)	363	474	608
Drug Law Arrests	8	17	27
Drug Law Violations (referred for Disciplinary Action)	11	44	34
Weapons Violation Arrests	2	2	0
Weapons Violations (referred for Disciplinary Action)	0	0	1

FIRE

Sources: Manhattan Department of Fire Services, Riley County Fire District #1, Blue Township Fire Department.

City of Manhattan

- The Manhattan Department of Fire Services provides fire safety and technical and emergency services to the City of Manhattan.
- The City operates 5 fire stations located across the community (see the Community Assets Map for locations) and employs 68 full time firefighters.

Riley County

- Riley County Fire District #1 provides services to all unincorporated areas of Riley County. Services are provided by a group of 160 dedicated volunteers operating 16 fire stations throughout the County. There is also a mutual aid agreement with the City of Manhattan.

Pottawatomie County

- The Pottawatomie County Fire Department is a volunteer department with 25 employees that provides services to the Blue Township area of Pottawatomie County, east of the City of Manhattan.
- The Pottawatomie County Fire Department operates two stations.
- There is a mutual aid agreement to the south and north areas of the Pottawatomie County Fire District with City of Manhattan Fire Department (south around Highway 24 and Green Valley Road) and Riley County Fire Department (north around K-113 and Dyer Road).

COMMUNITY HEALTH AND WELLNESS

MEDICAL CARE

Sources: Riley County Emergency Medical Service, Mercy Regional Health Center of Manhattan, Riley County Health Department 2013 Annual Report, 2008-2012 Amercian Community Survey 5-Year Estimates.

Health Care Facilities

- **Mercy Regional Health Center** is acute care facility licensed to operate 150 beds in two facilities. It is a private, not-for-profit organization that was created in 1996 by combining The Saint Mary Hospital and Memorial Hospital. The facility maintains 150 physicians, more than 800 employees, and approximately 350 volunteers to serve Manhattan and the surrounding areas with a wide range of quality health and wellness services.
- **Riley County Health Department** operates a clinic and offices in the City of Manhattan, and employs approximately 40 nurses, social workers, dieticians, support staff, and administrative staff members. The Health Department works with residents, the local Board of Health, community health and education organizations, Fort Riley, and regional and state partners to strengthen and build the health of Riley County residents and visitors. Through the Immunization Program, the Health Department provided immunizations to 5,434 residents in 2013.

Emergency Medical Service (EMS)

Riley County Emergency Medical Service (RCEMS) is part of the Department of Emergency Services at Mercy Regional Health Center of Manhattan.

- RCEMS is the primary provider of Emergency Medical Services for all of Riley County, and the southwestern corner of Pottawatomie County (Blue Township).
- RCEMS is a Type I ambulance service that can provide paramedic level advanced life support 24 hours a day and receives over 4,000 calls or patient contacts per year, or about 11.5 calls per 24-hour shift.
- RCEMS staffs 23 full-time employees and one volunteer first responder. It and maintains five ambulances, two first responder units, and four four-wheel drive vehicles to serve as support vehicles.

Insurance and Clinical Care

- Within both Pottawatomie and Riley Counties, more than **91% of the population has health insurance coverage**.
- Riley County and Pottawatomie County have **lower levels of access to primary care physicians** than the state and national levels (per 100,000 population 54.74 physicians for Pottawatomie County, 68.5 for Riley County compared with 81.67 for Kansas and 85.83 for the US).

Figure 30: Health Insurance Coverage, 2010

Health Insurance Coverage	Pottawatomie County		Riley County	
With health insurance coverage	19,660	92.8%	59,707	91.8%
No health insurance coverage	1,531	7.2%	5,298	8.2%



ISSUES AND OPPORTUNITIES

HEALTHY WEIGHTS AND LIFESTYLES

The high levels of overweight and obese adults in the area (and across the nation) correlate to not only dietary choices and food options, but also the physical and natural environment. Availability and proximity of parks, open space, trails, and recreational facilities influences opportunities for engaging in physical activity throughout the day. Likewise, development patterns and easy and safe options for active modes of transportation such as walking, biking, or even walking to transit stops help reduce reliance on personal automobiles and the amount of time individuals spend sitting in a vehicle.

HEALTH AND ECONOMIC LINKAGES

Economic opportunities are closely tied to community health and wellness. Quality of life factors, including the cost and availability of health care, are often key considerations for employers looking to grow or locate in a community. Moreover, employment and economic status influence an individual's access to health care and can shape his/her health-related behaviors.

ISSUES AND OPPORTUNITIES

HEALTH OUTCOMES

While many factors determine health of an individual, measuring some key indicators such as asthma, diabetes, and obesity rates, provides a snapshot of the overall health of a population. These trends can help highlight areas where enhancements to the physical environment, focus on health-influencing behaviors, and reduction in social and economic challenges can improve overall health of a community.

- Of all counties in the State of Kansas, in terms of overall health outcomes, Riley County is ranked second and Pottawatomie County is ranked fourth, which indicates that residents of both counties are generally healthier than the rest of the state. Moreover, both Riley and Pottawatomie Counties have **lower levels of residents who report poor or fair general health.**
- Despite these rankings, Pottawatomie County has **higher rates of diabetes, overweight and obese adults, and suicide** than state and national levels.
- More than 60% of adults in Pottawatomie and Riley Counties are overweight or obese, which can put individuals at risk for other related health issues. These levels indicate that there are opportunities to decrease unhealthy behaviors and improve health through the physical environment.

HEALTH INDICATORS

Source: Community Health Needs Assessment Toolkit (CHNA.org), County Health Rankings & Roadmaps (CountyHealthRankings.org). Health data is reported at the County level.

Physical Environment

Many elements of the physical environment contribute to a community’s overall health, such as access to healthy food and opportunities for recreation and active living.

- Riley County has **many fast food restaurants** that are accessible by the population and low levels of access to grocery stores and recreation and fitness facilities as compared to the rest of the state and the US as a whole.
- Pottawatomie County has a higher level of accessibility to grocery stores and fewer fast food restaurants than the rest of the state and country, yet it **lacks access to recreation and fitness facilities.**

Health-Influencing Behaviors

Behaviors such as physical activity, consumption of nutritious foods, and alcohol and tobacco consumption also shape overall health on an individual basis.

- Riley County residents report higher levels of **heavy alcohol consumption** than the state and US levels.
- Kansas as a whole, including Pottawatomie and Riley Counties reports higher levels of **inadequate fruit and vegetable consumption** than national levels.

Figure 31: Community Health Indicators

	Pott. County	Riley County	Kansas	United States
PHYSICAL ENVIRONMENT (rate per 100,000 population)				
Fast Food Restaurant Access	41.66	71.71	68.45	70.04
Grocery Store Access	27.77	8.44	16.96	20.85
Recreation & Fitness Facility Access	0	4.22	7.85	9.56
HEALTH-INFLUENCING BEHAVIORS (percentage of population that self-reports engaging in)				
Heavy Alcohol Consumption	19.9%	20.3%	14.4%	15.2%
Inadequate Fruit/Vegetable Consumption	79.10%	77.60%	80.9%	75.86%
Physical Inactivity	23%	18.3%	24.03%	23.41%
Tobacco Usage	18.4%	13.2%	17.9%	18.6%
HEALTH OUTCOMES (percentage of population experiencing)				
Asthma Prevalence	12.8%	10.43%	12.64%	13.2%
Diabetes Prevalence	9.4%	8.5%	8.75%	8.95%
Heart Disease Prevalence	3.2%	2.71%	4.1%	4.33%
Obesity (Adult BMI > 30)	31.6%	26.6%	30.21%	27.29%
Overweight (Adult BMI between 25 and 30)	39.3%	34.4%	36.05%	36.32%
Poor or Fair General Health	9.2%	6.8%	12.8%	15.84%
Suicide (Rate per 100,000 population)	20.31	8.01	13.47	11.57

EDUCATION

PRIMARY & SECONDARY

Sources: Kansas State Department of Education, Manhattan-Ogden Unified School District 383

Manhattan-Ogden Unified School District 383

- The **Manhattan-Ogden Unified School District 383** (USD 383) serves a large portion of Manhattan Urban Area. The district’s reported total enrollment for the 2012-2013 school year is 6,319 students. See the Community Assets Map for school locations.
- **Graduation Rates:** The 2012 four-year adjusted cohort graduation rate for all students in the district was 73.7% percent, which is well below the state rate of 84.9%.
- **ACT Exam Scores:** The average composite scores on students’ ACT exams have remained higher than the state average since 2009 (23.2 in 2013 for the district compared with 21.8 for the state).
- Approximately 39% of students in the district are economically disadvantaged.

Figure 32: Manhattan-Ogden Unified School District 383 Schools and Enrollment

	2012-2013 Enrollment	% Economically Disadvantaged
PRIMARY SCHOOLS		
Amanda Arnold Elementary School	512	26.76%
Bluemont Elementary School	239	52.72%
Frank V. Bergman Elementary School	473	45.88%
Lee Elementary School	446	60.31%
Marlatt Elementary School	448	25.67%
Northview Elementary School	564	64.18%
Ogden Elementary School	198	70.20%
Theodore Roosevelt Elementary School	304	35.51%
Woodrow Wilson Elementary School	260	26.15%
SECONDARY SCHOOLS		
Anthony Middle School	515	25.83%
Eisenhower Middle School	438	55.02%
Manhattan High School	1921	28.63%

Riley County School District

The **Riley County School District 383** had an enrollment of 705 students as of September 2013 and serves some portions of the Manhattan Urban Area on the west side.

PRIVATE SCHOOLS

- Flint Hills Christian School is a private school serving grades pre-Kindergarten through 12th Grade. Reported enrollment for the 2012-2013 school year was 162. (Source: www.greatschools.org)



ISSUES AND OPPORTUNITIES

ENROLLMENT TRENDS

Due to ongoing uncertainty with Fort Riley, NBAF, and other factors that affect overall population and student enrollment, USD 383 does not utilize long-range projections. Rather, enrollment is monitored on an annual basis and projections typically only extend 3-5 years. Based on current projections, the district indicates that while existing facilities are currently full, attrition rates and capacity in higher grades are likely to offset increases in younger students.

FUTURE SCHOOL CONSTRUCTION

USD 383 owns two future school sites within the planning area in anticipation of future need—one in the Miller Ranch area (northwest) and one in Pottawatomie County (along Lake Elbo Road). However, the district has no plans for the construction of new schools at the current time.

BUSSING

USD 383 anticipates that student bussing will continue for the foreseeable future to maintain the appropriate distribution of students between available facilities.

POST-SECONDARY

Sources: *City of Manhattan, 2008-2012 American Community Survey 5-Year Estimates.*

- Major institutions for post-secondary education in the Manhattan Area include the following: Kansas State University (see overview, page 12), Manhattan Area Technical College, Manhattan Christian College, and the American Institute of Baking.
- Total enrollment at Manhattan Area Technical College (MAT) for 2013 was 1,327 students. Manhattan Christian College has 319 students enrolled as of Spring 2014, and enrollment is growing at a rate of approximately 1% per year.

EARLY CHILDHOOD PROGRAMS

Source: *Manhattan-Ogden Unified School District 383, Kansas State University*

- Early childhood education and preschool programs offered by USD 383 and other community partners include the following:
 - ✓ **College Hill Preschool** – a preschool program for children at least 4 years old.
 - ✓ **Head Start** – a free, federally-funded early childhood program for low-income families.
 - ✓ **Infant-Toddler Services** – provides early intervention services to infants and toddlers with special needs and their families. Services are at no cost to families.
 - ✓ **K-State Center for Child Development** – a full-service early care and education center for children ages infant through school age.
 - ✓ **Panda Preschool** – an inclusive classroom at Amanda Arnold Elementary School
 - ✓ **Parents as Teachers** – a free program for families during pregnancies until age three.
 - ✓ **Stone House Child Care** – full day care and education services for children aged 18 months to 5 years on the Kansas State University Campus.
 - ✓ **Theodore Roosevelt Preschool** – an active learning environment for preschoolers.
 - ✓ **Zoo Sprouts** – a nature-based childcare program at Sunset Zoo for children aged 2.5 through school age.

LIFELONG LEARNING

Sources: *North Central Kansas Libraries System, Kansas State University, UFM website.*

- The North Central Kansas Libraries System operates the Manhattan Public Library. More than 41,527 residents have library cards.
- In 2012, 804,120 items were checked out from the Public Library, and an average of 1,000 people visited the library each day to check out materials, use computers, attend programs, find answers, get information, take tours, and use meeting rooms. Kansas State University also offers five library venues in the Manhattan Area for study, research, and work on collaborative projects.
- UFM Community Learning Center is a non-profit campus and community education program serving Kansas State University, the Manhattan area and communities across Kansas. UFM was started in 1968 by a group of KSU students and faculty as a way to bridge communication between the campus community and the Manhattan community. Based on the philosophy that everyone can learn and everyone can teach, UFM provides opportunities for lifelong learning and personal development.

Inventory Maps

OVERVIEW

The following inventory maps were developed to inform the Comprehensive Plan Update and to illustrate current (2014) conditions in the Planning Area.

- **2014 Existing Land Use**
- **Community Assets**
- **Development Constraints**
- **Generalized Ownership**
- **Land Absorption and Availability**
- **Parks and Trails**
- **Zoning**

INVENTORY MAPS: OVERVIEW

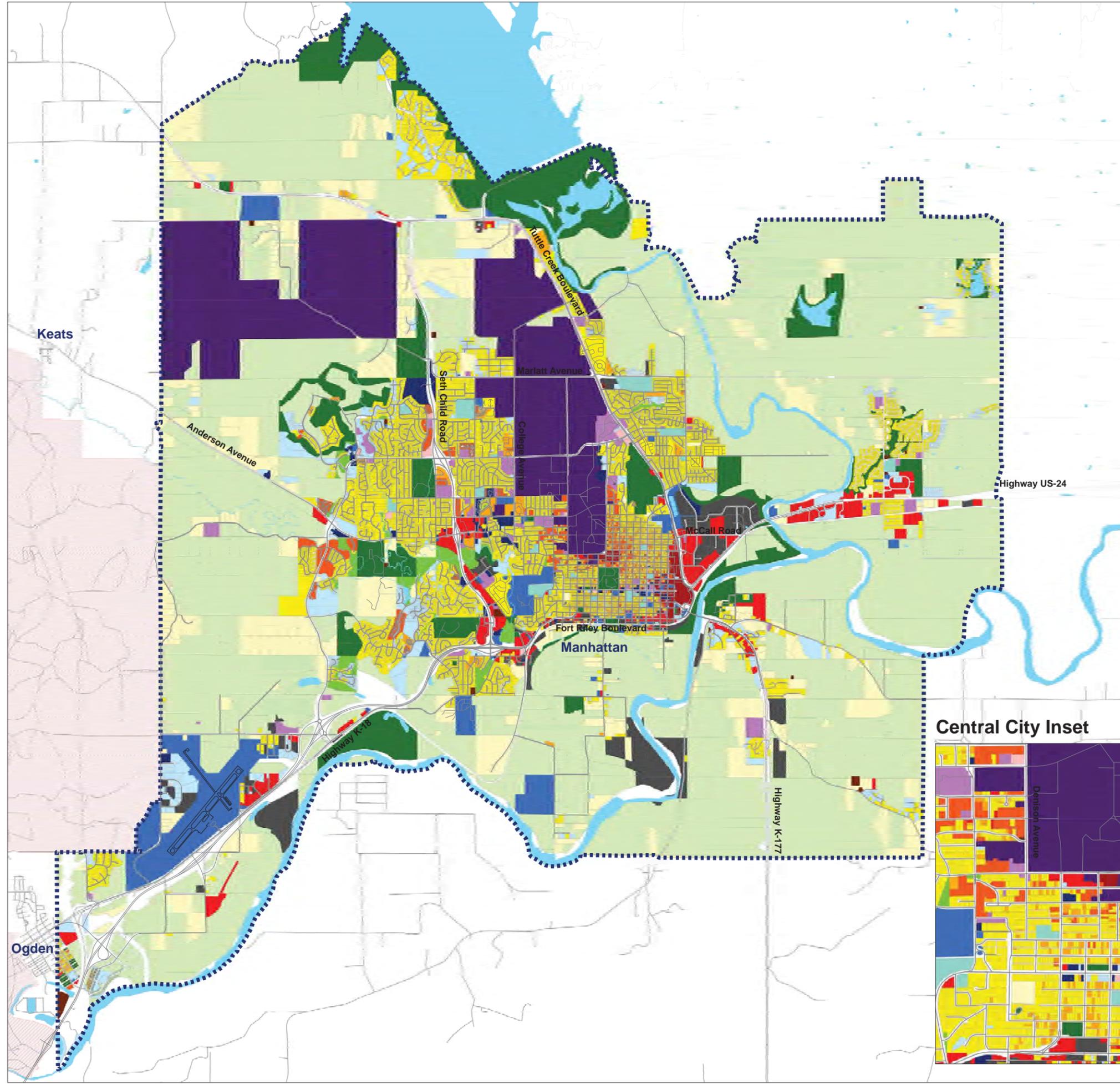
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Legend

- Comprehensive Plan Update Boundary
- Fort Riley
- Land Use Categories**
- Agriculture
- Central Business Commercial
- Community Commercial
- Industrial
- Institutional
- University
- Neighborhood Commercial
- Office-Research Park
- Open Space
- Public
- Parks and Recreation
- Residential High Density
- Residential Low Density
- Residential Medium Density
- Rural Residential
- Schools
- Utilities
- Vacant Platted Lots

Source: City of Manhattan, Riley County, Pottawatomie County February 2014

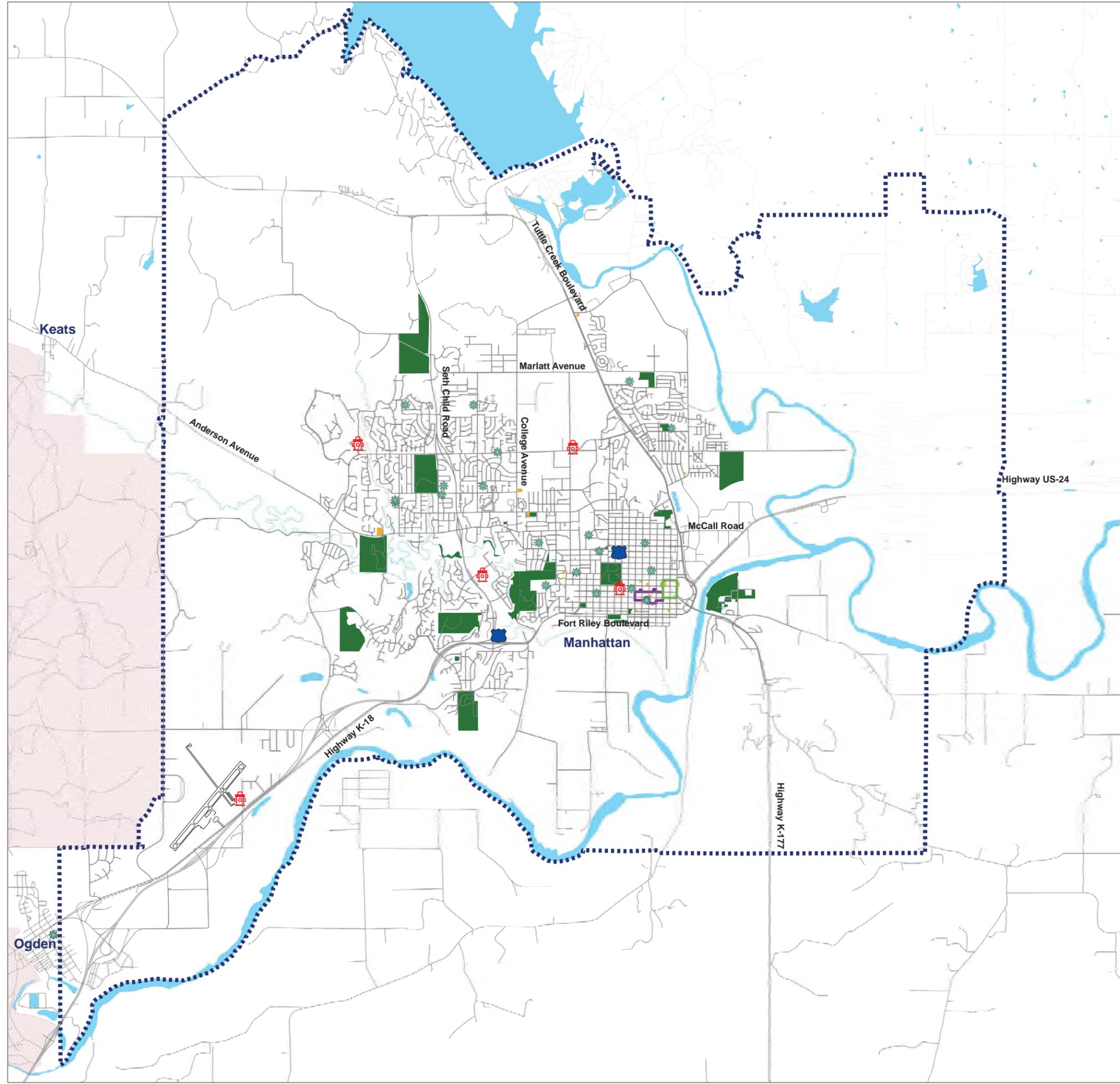


Central City Inset



EXISTING LAND USE

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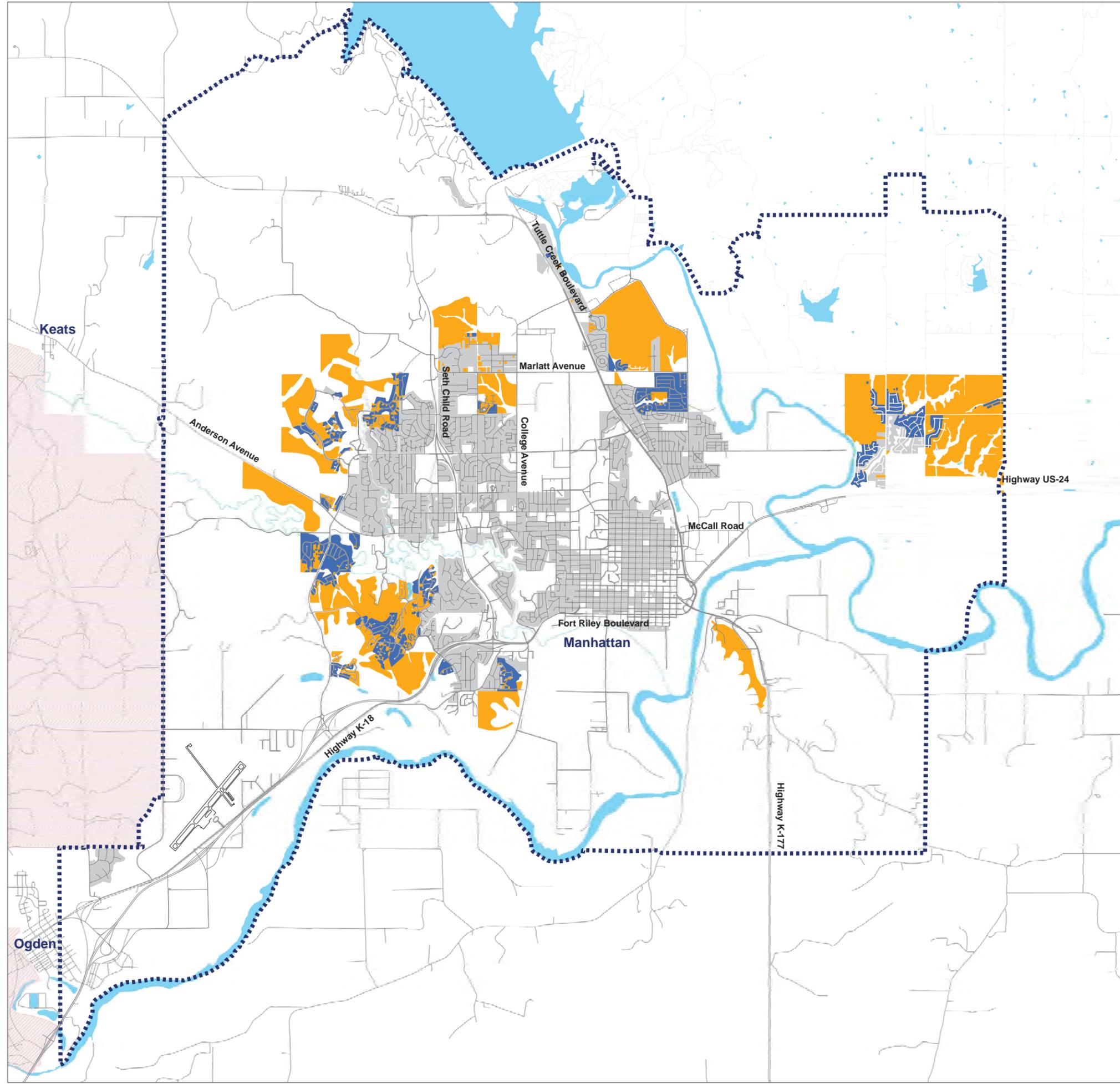
-  Comprehensive Plan Update Boundary
-  Fort Riley
-  USD 383 School Locations
-  Riley County Police Department Stations
-  Manhattan Fire Department Stations
-  City Parks
-  Downtown Manhattan Historic District
-  Houston & Pierre Streets Residential Historic District
-  Listed Historic Sites

Source: City of Manhattan, Riley County, Pottawatomie County February 2014



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RESIDENTIAL LAND ABSORPTION



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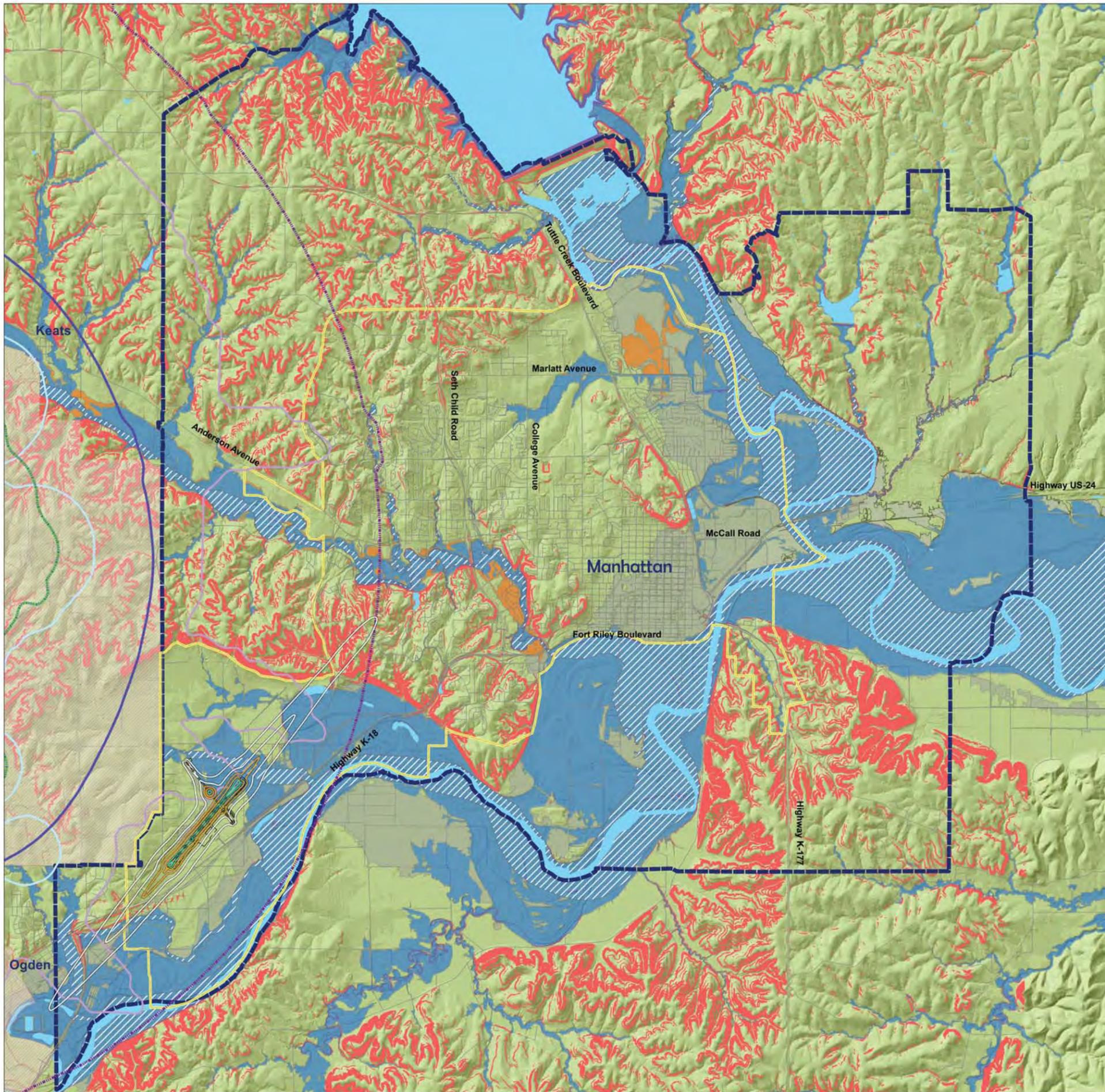
-  Comprehensive Plan Update Boundary
-  Fort Riley
-  Absorbed Residential Land 2003-Current: 826 acres
-  Future Residential Land (from 2003): 4,146 acres
-  2003 Residential Core: 4,032 acres

Source: City of Manhattan, Riley County, Pottawatomie County

February 2014



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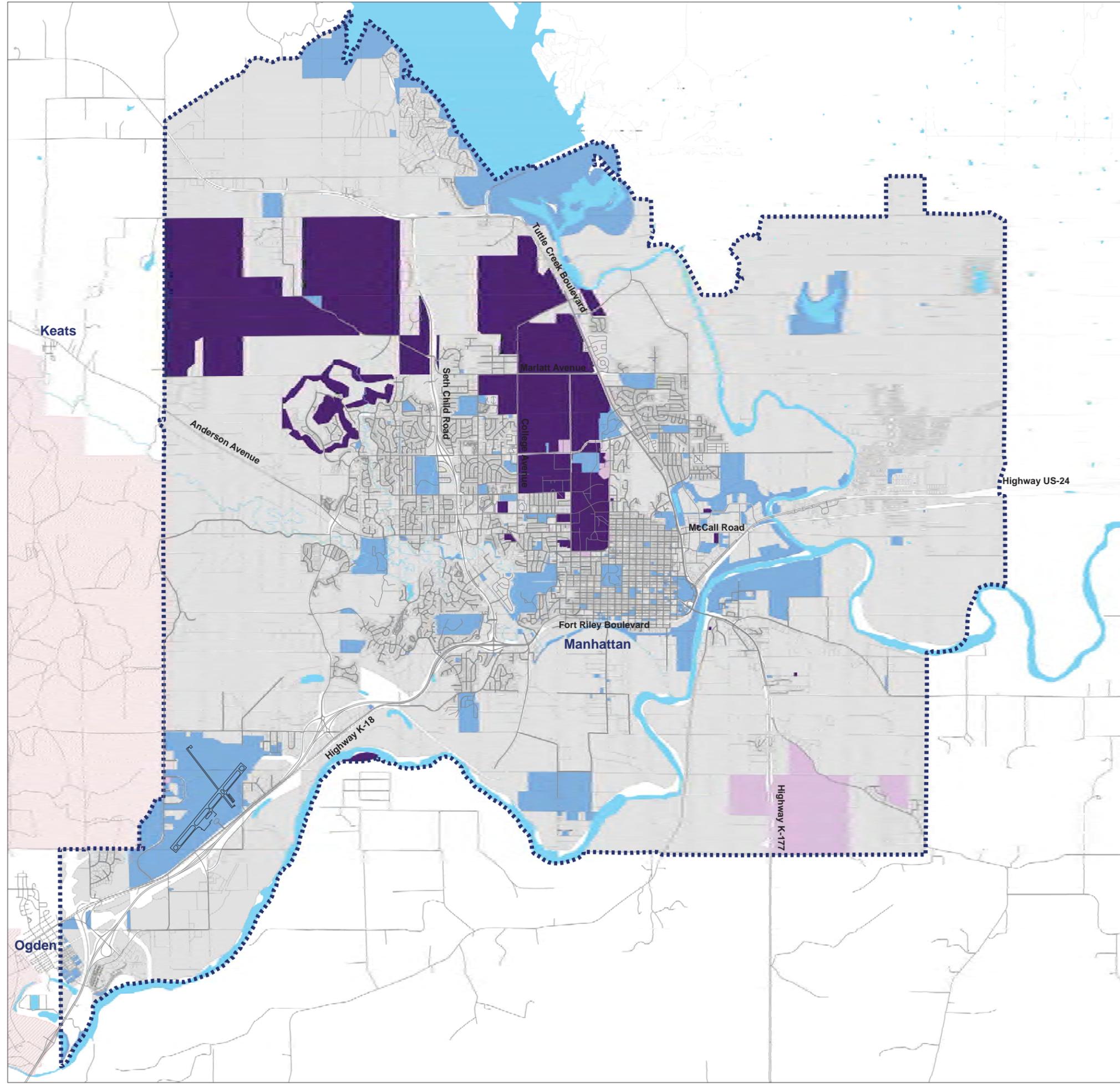
- Airport 2027 Projected Noise Countours**
 - 60-65 ADNL
 - 70-75 ADNL
 - 80-85 ADNL
- LUPZ: 57 CDNL**
- 62 CDNL**
- 70 CDNL**
- FR Noise**
- Fort Riley Peak Noise Levels**
 - Large Caliber 115
 - Large Caliber 130
 - 2014 Urban Service Area
- Comprehensive Plan Update Boundary**
- Fort Riley**
- Flood Zones**
 - Floodway
 - 1 PCT FUTURE CONDITIONS
 - A
 - AE
 - AH
 - 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
 - X PROTECTED BY LEVEE
 - Slope > 20%

DEVELOPMENT CONSTRAINTS

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GENERALIZED OWNERSHIP



Legend

Comprehensive Plan Update Boundary

Generalized Ownership

- Public
- Kansas State University
- Kansas State University Foundation
- Private
- Fort Riley

Source: City of Manhattan, Riley County, Pottawatomie County

February 2014

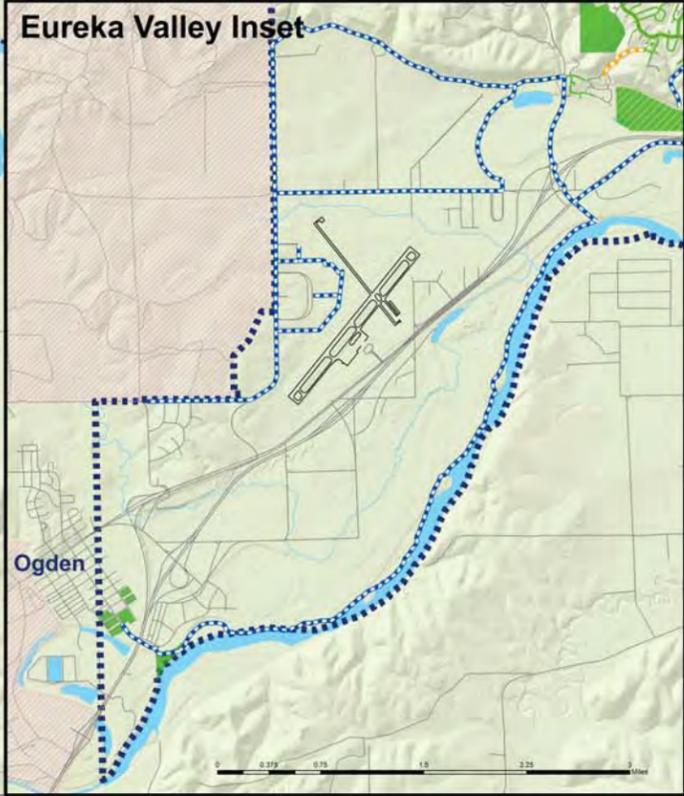
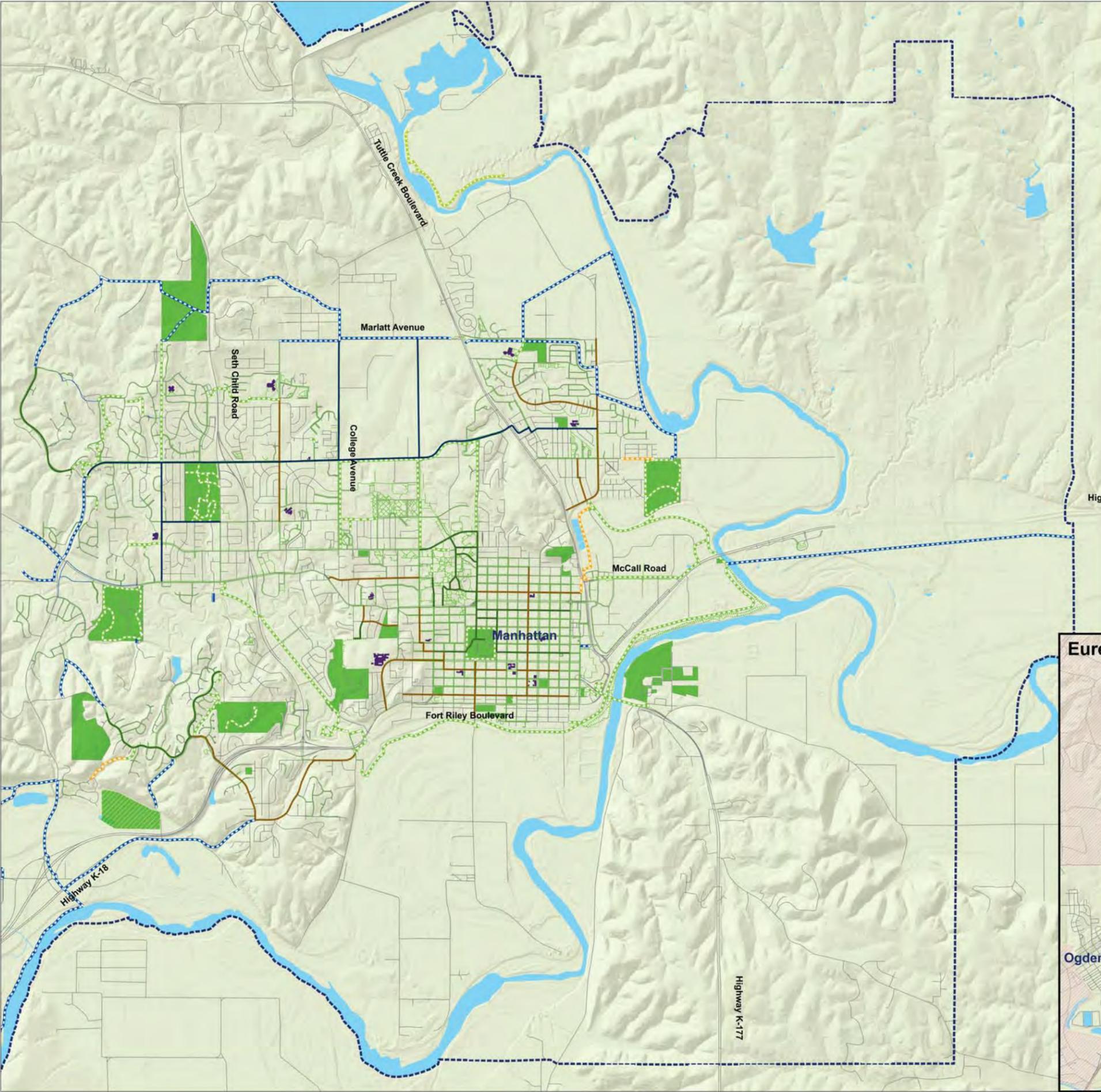


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PARKS & TRAILS

- Type, Status**
- Bridge, Conceptual
 - Bike Route, Existing
 - Bike Route, Planned
 - Bike Lane, Conceptual
 - Sidewalk, Existing
 - Sidewalk, Conceptual
 - Single-Track or Hiking Trail, Existing
 - Trail, Existing
 - Trail, Planned
 - Trail, Conceptual
 - Streets
 - Comprehensive Plan Update Boundary
 - Fort Riley
 - Schools
 - Open Space
 - Parks
 - Conceptual Parks



Source: City of Manhattan, Riley County, Pottawatomie County

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MANHATTAN CITY ZONING

Legend

- Manhattan City Boundary
- Comprehensive Plan Update Boundary

- Fort Riley

Zoning Districts

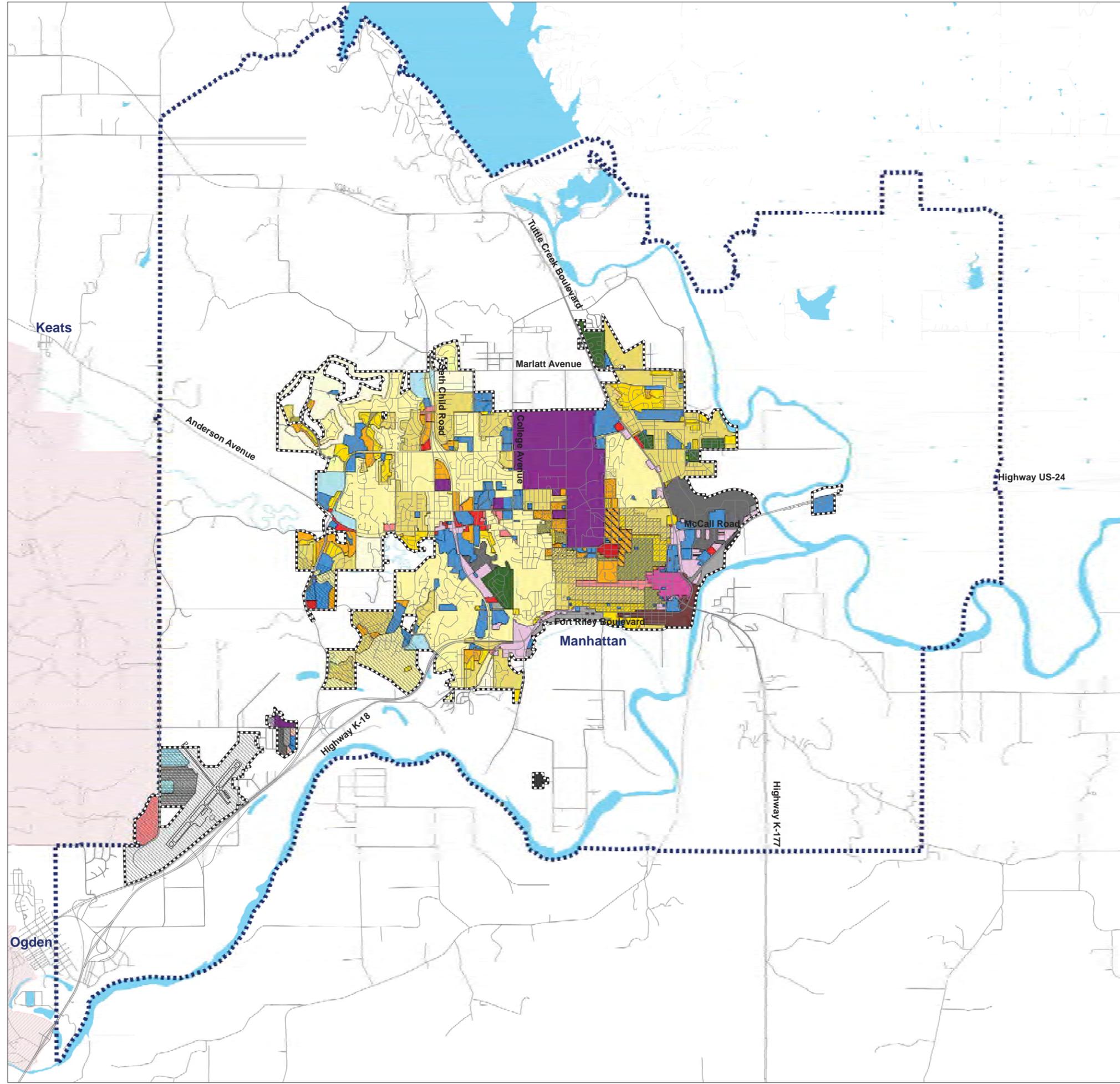
- R-S
- R
- R-1
- R-2
- R-M
- R-3
- R-4
- R-5
- C-1
- C-2
- C-3
- C-4
- C-5
- C-6
- I-1
- I-2
- I-3
- I-4
- I-5
- LM-SC
- PUD
- U

Zoning Overlays

- Airport
- Corporate Technolog Park
- Multi-Family Redevelopment
- Redevelopment District
- Traditional Neighborhood
- University

Source: City of Manhattan, Riley County, Pottawatomie County

February 2014



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Action Plan Status Report

The section provides a status report on all recommended strategies and actions identified as part of the 2003 Plan.

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
LAND USE AND GROWTH MANAGEMENT			
Growth Management			
Utilize identified criteria for the Urban Service Area to: <ul style="list-style-type: none"> • Revise boundaries; • Review and adjust boundaries on a periodic basis; and • Prioritize identified Growth Areas for new residential, commercial and industrial development within established boundaries. 	City/County	1 & 0	<i>Reviewed annually; updated/expanded in Gateway and Eureka Valley corridors</i>
			<i>Completed as needed</i>
			<i>Completed as needed</i>
			<i>Completed as needed, periodic urban growth analysis</i>
Coordinate efforts to manage rural development located outside the Urban Service Area by: <ul style="list-style-type: none"> • Developing Intergovernmental Agreements with Rural Service Districts; • Reviewing areas for future expansion outside of the Urban Service Area on a periodic basis. 	City/County	2	<i>Ongoing discussion/coordination on as needed basis.</i>
	Rural Service Districts		<i>Riley Co. Water #1; Gateway; Blue Township Utility service agreements completed as needed</i>
			<i>Completed with annual reviews of USA and discussion with counties.</i>
Based on this prioritization of Growth Areas shown in the Plan, develop an annexation plan for those areas.	City	2	<i>No proactive annexation plan was developed, beyond the policy statements included in the updated Gateway Plan, and Eureka Valley K-18 Corridor Plan.</i>
Identify priority redevelopment areas and create incentives to encourage infill and redevelopment within established areas of the City.	City	2	<i>Traditional Neighborhood Study Completed 2002-2003 with adoption/implementation of M-FRO and TNO standards; Downtown redevelopment areas identified, incentivized and redeveloped; Aggieville-Campus Edge Plan adopted 2005 - implementation of mixed use north of Bluemont in progress.</i>
Develop a Fiscal Impact Analysis model and utilize the <i>Annexation Checklist</i> contained in Appendix D of this Plan to evaluate all proposed annexations to the City.	City	1	<i>Model not yet developed in concert with Finance Dept., however annexations were analyzed.</i>
Residential Land Uses			
Review and Revise Zoning and Subdivision Regulations, as may be necessary, to ensure compatibility with Comprehensive Plan policies for: <ul style="list-style-type: none"> • Urban and rural residential land uses; • Development with a mix of uses and densities; • Protection of natural resources and features; and • Multi-modal connectivity 	City/County	2	<i>Completed as needed</i>
			<i>Completed as needed</i>
			<i>TNO, M-FRO Overlays developed and implemented,</i>
			<i>Discussions w/Public Works on storm water quality provisions</i>
			<i>Completed as needed</i>
Complete the current initiative to develop design standards for residential infill and redevelopment, and implement.	City	0	<i>Completed, developed and implemented M-FRO and TNO overlay districts.</i>
Finalize and implement development standards for design and layout of new multi-family developments.	City	1	<i>Completed for M-FRO District, not finalized for other multi-family areas.</i>

ACTION PLAN STATUS REPORT

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
Review and revise street design standards, if necessary, to comply with Urban and Rural Roadway Design criteria.	City/County	2	<i>The City and County have established standard specifications for road construction with standard drawing requirements that comply with AASHTO, grade and curve standards are included in Subdivision Regulations. Additional review and revisions being considered by City.</i>
Commercial Land Uses			
Review and revise Zoning and Subdivision Regulations, as may be necessary, to ensure compatibility with Comprehensive Plan policies for: <ul style="list-style-type: none"> Mixed use development Multi-modal connectivity Outdoor dining and seating areas in the downtown commercial core Community and Neighborhood Commercial Centers and the Central Core District, and Promoting infill and redevelopment within established commercial activity centers, including the downtown. 	City	2	<i>Ongoing as part of zoning applications</i>
			<i>Ongoing as part of zoning applications</i>
			<i>Ongoing as part of zoning applications</i>
			<i>-Sidewalk dining ordinance written and implemented in Aggieville and Downtown -Drafted commercial standards</i>
			<i>Ongoing as part of zoning applications</i>
			<i>-Downtown redevelopment areas completed</i>
Finalize and implement development standards for: <ul style="list-style-type: none"> The design and layout of commercial activity centers, and Infill and redevelopment. 	City	2	---
			<i>Drafted pedestrian oriented commercial stds</i>
			<i>M-FRO; TNO; Aggieville Campus Edge mixed use PUD standards developed</i>
Create incentives and explore facilitation tools, such as Tax Increment Financing (TIF), Neighborhood Revitalization Program (NRP) and Transportation Development Districts (TDD) financing for: <ul style="list-style-type: none"> Infill and redevelopment within the Central Core District; Infill and redevelopment of established commercial activity centers; and New commercial developments. 	City/County	2	<i>North and South Downtown redevelopment areas: TIF; TDD; Star Bonds utilized</i>

Employment Land Uses			
Continue to develop and implement site layout and architectural design standards for Office/Research Park and Industrial development.	City/County	2	<i>Developing corridor overlay standards</i>
Review and revise Zoning Regulations, as may be necessary, to ensure compatibility with Comprehensive Plan policies for Office/Research Park and Industrial development.	City/County	2	<i>Ongoing, analyzed NBAF & KSU Research spin-off zoning and site needs as part of Bioscience Report</i>

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
NATURAL RESOURCES AND ENVIRONMENT			
Restrict development within identified environmentally sensitive areas and natural hazard areas by implementing regulations that: 1), identify and codify the location of these areas; 2), establish criteria for identifying environmentally sensitive areas that are not currently recognized; and 3), establish criteria that prevent development from occurring in identified areas.	City/County	1	1 – yes, 2 – some criteria established, 3- yes (slope criteria, stream bank setbacks, higher std. floodplain regulations being developed, Wildcat Creek Floodplain Management Plan adopted and Blue River Floodplain Plan being developed) County implemented riparian and floodplain buffer requirements, updating floodplain standards, storm water regulations.
Facilitate the creation of continuous, permanent, system of open space corridors by: <ul style="list-style-type: none"> Developing site development standards, criteria, and incentives that promote environmentally sensitive design and the integration of corridors, buffers, linkages, and other preserved open space into new development; Establishing open space dedication requirements for private development; Creating an open space acquisition and improvement fund; and Exploring the use of conservation easements and other private sector tools for Environmentally Sensitive Areas and open space preservation. 	City/County	2	Wildcat Creek Floodplain Management Plan adopted Currently developing higher standard floodplain regulations. Not accomplished. Needs discussion with Parks Dept. Army Compatible use Buffer (ACUB) program suggested when appropriate and implemented by US Army in conjunction with Kansas Land Trust. Conservation and drainage easements utilized in appropriate areas in some subdivisions and development plans.
PUBLIC FACILITIES AND SERVICES			
Require public wastewater and water systems for all new development within the Urban Service Area.	City/County	1	Completed, ongoing
Develop and adopt a uniform set of standards for the definition of Adequate Urban Facilities and Services (typically these would be in the form of level-of-service standards for public facilities and services). Implement regulations that require that all development within the USAB must have services available or planned for and funded that meet these standards.	City/County	1	Developed utility service agreements with Riley and Pottawatomie Counties.
Explore opportunities, costs, benefits and coordination issues associated with becoming a regional utility provider.	City/County	2	Yes for water and wastewater through agreements with both Counties. Water agreements with Riley County, Konza Water Dist., Riley Rural One Water Dist., Pott. Co. Rural 1 Water Dist. Sewer agreements with Pott. Co. Sewer Utility services have been provided to outside entities
Make decision on becoming regional utility provider.	City	2	City is becoming more of a regional utility provider.

ACTION PLAN STATUS REPORT

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
REGIONAL COORDINATION			
Identify Comprehensive Plan goals and policies that require ongoing collaboration and cooperation with other governmental agencies within the region.	City/County	1, 0	
Continue to build on the recommendations in the City-County Urban Fringe Coordination Report.	City/Counties	0	
Explore Regional collaborative initiatives to strengthen the Manhattan Urban Area and region.	City/Counties Local Agencies & Organizations	0	<i>Created the Flint Hills Regional Council, Flint Hills MPO, Wildcat Creek Watershed Working Group and Management Plan; developed Flint Hills Regional Growth Plan and Joint Land Use Study. Initiating Big Blue River Floodplain Management Plan.</i>
Consider revising the Manhattan Urban Area Planning Board's jurisdiction to cover the entire Comprehensive Plan area.	City/County	2	<i>Initiated ongoing discussion with both Counties</i>
Continue to collaborate with other local agencies to utilize GIS and other emerging technologies for regional data sharing and cost savings.	City/Counties	2	<i>Ongoing discussions, collaboration and data sharing with local government/ agencies</i>
	Local Agencies		
MOBILITY AND TRANSPORTATION OPTIONS			
Review and revise Zoning, and Subdivision Regulations, as may be necessary, to ensure new development supports a multi-modal transportation system and provides an interconnected street and sidewalk pattern.	City/County	2	<i>Interconnectivity required by Subdivision Regulations.</i>
Coordinate with local, state, and federal agencies to identify funding sources and work towards the implementation of a transit system. Once funding becomes available, implement the action steps identified in the Transit Implementation Plan, dated April 2001.	City/County	3	<i>Transit Implementation Plan updated and implemented in part by aTa</i>
Implement appropriate traffic calming techniques to reduce negative traffic impacts in neighborhoods.	City	2	<i>Implemented where appropriate in development, such as along the west edge of the Downtown redevelopment areas.</i>
HOUSING AND NEIGHBORHOODS			
Review and revise Zoning and Subdivision Regulations, if necessary, to: <ul style="list-style-type: none"> Determine if there are any barriers to achieving a mixture of housing types and densities in residential neighborhoods, and Address the compatibility and connectivity of adjoining neighborhoods. 	City/County	2	<i>TNO and M-FRO developed and implemented.</i>
			<i>Drafted future trails and pedestrian/bicycle connectivity map w/ Parks & Recreation and PW ; Bicycle Adv. Comm. drafted updated Bike route map; sidewalk gap map developed and sidewalk gaps are being filled with CBDG and Safe Routes to Schools grant; bike infrastructure being developed, Implemented Bike Blvd. through the Bicycle Master Plan, Bronze Level Bike Community rating from League of American Bicyclists</i>

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
Encourage the construction of affordable housing by: <ul style="list-style-type: none"> Working with private landowners to identify and maintain a range of available sites for affordable housing in the city, and facilitate getting sites pre-zoned; Working with non-profit organizations and developers to increase supply of affordable housing; and Providing incentives for the development of affordable housing. 	City	0	<i>Supported and assisted tax credit housing applications/developments throughout the community.</i>
			<i>Working/coordinating with Manhattan Housing Partnership activities</i>
			<i>Waived certain fees</i>
Promote infill and redevelopment within older neighborhoods by: <ul style="list-style-type: none"> Completing the current initiative to develop and implement standards for infill and redevelopment within older neighborhoods, and Developing incentives for infill and redevelopment. 	City	2	<i>Completed and implemented TNO and M-FRO and revised M-FRO two times</i>
			<i>Implemented through TNO and M-FRO</i>
Identify and foster initiatives to maintain and enhance the quality of life in existing neighborhoods.	City/County	2	<i>Implemented Rental Inspection program in 2009; repealed by City Commission in 2011.</i>
HISTORIC PRESERVATION			
Inventory local resources to identify historic and cultural assets.	City and Local/State Preservation Offices	0	<i>The City has completed four Cultural Resource Surveys. 17 properties and 2 Historic Districts have been listed on the National Register of Historic Places</i>
Identify and utilize incentives for the preservation and rehabilitation of historic buildings, districts, and sites.	City and Local/State Preservation Offices	2, 0	<i>None</i>
COMMUNITY DESIGN			
Establish development standards for community gateways.	City/County	2	<i>Drafting provisions for Gateway and Eureka Valley – K-18 Corridors.</i>
Develop incentives to encourage innovative design practices.	City/County	2	<i>Not initiated.</i>
Identify and map specific limits of community gateways in which development standards would apply.	City/County	2	<i>Ongoing for Gateway and Eureka Valley – K-18 Corridors</i>
Encourage innovative design practices to provide flexibility in public and private development projects.	City/County	2	
Develop appropriate criteria for ensuring that view sheds and ridgeline vistas are identified and treated in an appropriate manner during the master planning process. This may include requirements in the Zoning and Subdivision Regulations, or design standards that would apply to all master-planned properties.	City/County	2	<i>Developed extensive visual analysis of Gateway Corridor to help inform development of overlay district.</i>
ECONOMIC DEVELOPMENT			
Monitor supply of finished sites and raw land suitable for residential, commercial, office/technological, industrial service and industrial development and periodically review and update the Future Land Use Plan Map as appropriate.	City/County	0	<i>Ongoing monitoring of land absorption and available parcels; Completed Eureka Valley – K-18 Corridor Plan; updated Gateway to Manhattan Plan; and updated Future Land Use map.</i>

ACTION PLAN STATUS REPORT

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
Review Zoning and Subdivision Regulations to determine if they adequately provide for home occupations.	City/County	2	<i>Amended City Zoning to add to mobile home park district (now allowed in all residential areas)</i>
SPECIAL PLANNING AREAS			
Collaborate with other public and private partners to encourage redevelopment of the commercial core, as recommended in the Downtown Tomorrow Plan.	City/County	1, 0	---
	Local Agencies		<i>Redevelopment Completed</i>
Update the Gateway to Manhattan Plan, if city services are extended to serve the area in the future.	City/County	3	<i>Update and adoption completed</i>
Work with property owners to facilitate neighborhood level master planning in the Miller Ranch, Blue River Valley and Eureka Valley growth areas and ensure that the special planning area policies are addressed during the planning process (natural resource protection, neighborhood commercial areas, mixed-use development).	City	2	---
	Developer		<i>Completed Eureka Valley – K-18 Corridor Plan. Completed Aggieville-Campus Edge Plan. Completed Miller Parkway Traffic study. Completed conceptual western area trails network.</i>
Work collaboratively with the State of Kansas on implementing the K-18 Corridor realignment, by: <ul style="list-style-type: none"> • Coordinating with KDOT to establish a corridor management plan for the K-18 Corridor; • Developing a corridor preservation plan for the new K-18 alignment and preserving the future right-of-way; and • Continuing to identify funding sources and options for realignment and construction. 	City/County	2, 0	<i>K-18 Realignment and expansion is completed.</i>
			<i>Completed Eureka Valley – K-18 Corridor Plan to guide future development with Riley County. and Ogden</i>
			<i>“ Construction completed.</i>
Coordinate with Pottawatomie County to explore options to ensure that adequate facilities and services are in place to serve development within the US 24 Corridor.	City	0	<i>Ongoing, finalized sewer and warter agreements; adopted US 24 Corridor Management Plan</i>
OTHER PROJECTS:	City/ KSU		<i><u>Other Area Projects:</u> -Dennison, Kimball and N. Manhattan Ave. corridor redevelopment for NBAF, - KSU Master Plan - Higher Density residential utility impacts being modeled around campus</i>